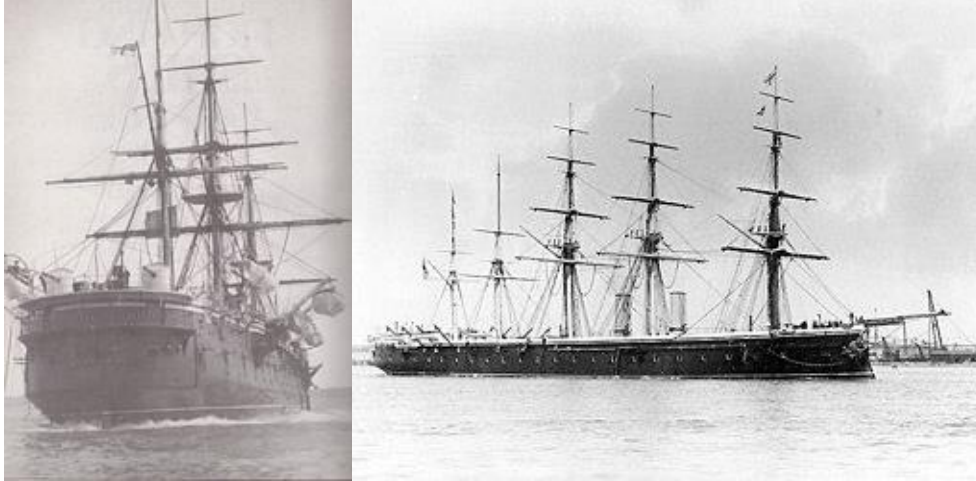


1896

HMS Minotaur



January 2nd

The Jameson Raid. They *[note - Lord and Lady Warwick]* brought the news of the sad defeat of Dr Jameson, by Boers in the Transvaal. He was endeavouring to reach Johannesburg, which we heard was in a state of rebellion and was relying on for support on the Uitlanders *[note – foreigners (mainly British and German who had come to find gold)]*, who however did not turn up, the result being his defeat and being made a prisoner. His men fought bravely but had had a long trying March and very little to eat and were therefore in a weak state. The Chartered Company is said to be responsible for this march and, as Jameson had received warning not to go by the imperial government, things seemed to be in a rather bad way. *[note – the Jameson Raid was an attempt by Rhodes to overthrow the Transvaal Government of Paul Kruger.]*

January 6th

Germany's help to President Kruger. The country is in a state of excitement owing to the strengthening of the Channel Fleet and the commissioning of a 'Flying Squadron' in consequence of a defiant and impertinent message sent to President Kruger (Transvaal Republic) by the German Emperor telling him that he might rely on Germany's help should he need it, after the recent rebellion. Preparations for war seem to be prevalent in both Navy and Military services, and should have a salutary effect on Germany, who seems to have played us false, having always been considered a good friend of ours.

January 15th to 20th

On leave in London

January 15th

Family. I then went on to 23 Upper Brook Street, Park Lane where Uncle Arthur [*note - Bird?*] had kindly offered to put me up for a few days. Found Hilda, Mabel and Gerald at home. I have not seen Hilda for many years but did not find her much changed. Aunt Jenny is unfortunately laid up with severe neuralgic pains which has necessitated their dance, which was to have taken place tonight, to be put off. Oliver came to dine in the evening.

January 16th

Family. As I was walking down Edgware Road after breakfast, I suddenly met Uncle Stanley [*note – Bird, the author's mother's oldest brother*] who is on his way to his office. He told me about his son, Stanley, who's in the 7th Fusiliers. Stanley has just returned to England from Egypt, but returns there again shortly having got a staff appointment [*noted by the author on 27th of January 1900. "He was subsequently in the Battle of Omdurman (Sudan, 2/9/1898), acting as a galloper to Gen..... - the writing is difficult to decipher.*

Bicycling in London. Today is my first experience of bicycling in London and I must say that I like it very much as the wood paving is good going and it is exciting work keeping one's way amongst all the traffic. [*note – the roads were paved with wooden paving to reduce the noise of the horses. There is a small piece of this paving left on Chequer St close to Old St*]

January 18th

Visit to the Admiralty. Walked to the new Admiralty in the forenoon and saw Mr. Brooks (Secretary to Sir F Richards) about getting a ship after leaving the 'Minotaur'. He said he would try to get me another home ship as he did not think I was fit to go abroad again just yet and said he would try to get me the Channel Fleet [*note – added by author on 12/12/1901. "He apparently kept his promise for I joined the Blake in September 96"*]

January 21st

A dance. Frank, Lucy and Ida and myself left at 7:00 PM in a bus for a dance at Sir James Sawyer's of Haseley Hall (Warwick). This dance was, without exception, about the worst I have ever been to. There were only about 25 people present, the remainder having hauled off, no preparations had been made and the supper, band etc were most meagre. Sir James was formerly a doctor in Birmingham and was knighted for some reason. This seems to have completely turned his head. He purchased Haseley Hall and posed as an old country family, studding his home with bogus coats of arms and daubs of imaginary ancestors. In this way he has made himself the laughing stock of the

surrounding district, and this accounts for so many refusing to come. I was very glad when we were able to leave at midnight and I will certainly never go again.

February 7th

Burt's engagement. Received the news from home that Bert was engaged to Miss Morris, for which he is to be heartily congratulated.

February 23rd

Wilkin's accident. Received a telegram about 8:30 AM from Wilkin [*note - executive officer of HMS Minotaur*] as follows "Met with accident. Send servant to Doctor Lawries, Greenhill". He started to ride back [*note - from Dorchester*] about 10:30 PM. The night was beautifully fine with Moon. Being very reckless he rode down the Ridgeway Hill marked 'Dangerous to Cyclists', with his feet on the rests and, having got up a great speed after the first turning and being unable to turn sharp enough at the bottom, he ran obliquely into the wall, doubled up his front fork and was thrown violently forward on his head in the road. He is now in a very serious condition with concussion of the brain.

February 24th

Wilkin's accident. The reports of Wilkin's accident are very unfavourable. He is said to be in a very serious condition, the concussion having turned out to be cerebral compression.

March 5th

Levee at Saint James's Palace. Returned to Kensington about noon and shifted into my full dress uniform. Uncle Walter came back for lunch and after which we drove together in a 'hansom' to St James's Street where he left me and I went on to St James's Palace for the Levee. It was not to begin until 2:00 PM, and although I was there at 1:50 PM, I found there was already a good crowd in the passage. Having given my first presentation card, I was hustled along with the crowd up the stairs where we were finally landed in a large room divided into by a barrier. The lower half of the room marked (a) was filled with those who arrived first, myself among the number, and the other half (b) was filled with later arrivals when the first was full. We had a tedious wait for about three quarters of an hour during which we had to stand, and the heat became rather oppressing until the windows were open, so much so that someone fainted. There was a good muster of naval officers, and there were numbers of military and volunteer officers, barristers, clergymen, mayors, foreign ambassadors, etc. The Prince of Wales was rather late and did not arrive until about 2:15 PM. Upon his arrival in the Reception Room (by a back entrance) a gangway (c) was opened and the first arrivals walked along in any order through the ante-room to the Reception Room in which, drawn up in line were the Prince of Wales [*note - later King Edward VII*], Duke of Coburg,

Duke of Connaught, Duke of York, Prince Christian and some others whom I did not know. In this room also were the ministers of state etc, amongst whom I recognise Lord Salisbury [note – the PM] Mr Balfour and Mr Goschen, First Lord of the Admiralty, who presents me. We were each ushered before HRH as we came up, our card being passed along to the Lord Chamberlain who announces the name, upon which you bowed to the Prince and two or three of the others, and then walked out the other side of the room and by different way into the lower passage to the road. There were great many presentations, amongst them being some officers recently returned from the Ashantee expedition. The ceremony was soon over for which I was not sorry and took cab back to Kensington and changed into a more comfortable rig.

End Volume IV - Start Volume V

[note - this completes the entries for Volume IV of the Journals. The penultimate page summarises all the bicycle rides made between 26th March 1895 and 21st of January 1896 (on the 1st bicycle) and from the 22nd of January until 3rd of March 1896 (the second bicycle). On the first he rode a total of 2610 miles, which included 54 return rides between Portland and Weymouth, and on the second a total of 447 miles, including ten return trips between Portland and Weymouth. The volume concludes with a very detailed index.]

March 6th

The National Gallery. My 48 hours leave being up tonight, I visited the National Gallery which I have never seen before, but as I do not know much about pictures, I'm afraid I was rather lacking in appreciation. [note - returned to HMS Minotaur in the evening.]

March 8th

Wilkin's Accident. Wilkin was moved today to the sick quarters at Portland. Landed about 3:30 PM and went to see him who seems very much pulled down and the accident has evidently been a great strain on his system. He appears to be quite out of danger now however, but the shock was so great that it seems to me they will never be quite the same again.

March 9th

Loss of pocketbook. On my way back down to Freeman Incline, I unfortunately lost my pocketbook in which was a certificate of shares held in the Transvaal Exploring Co Ltd. There appears no chance of it turning up notwithstanding that I have had the loss "cried" in Portland.

March 19th

Inspection. Lord Walter Kerr (the Vice Admiral of the Channel Fleet) and Rear Admiral Allington arrived about 10:00 AM and we went through the march past, forming square etc, and afterwards physical and dumbbell drill. The ground being very wet, we were at a great disadvantage, nevertheless, they expressed themselves as being very pleased with the way in which the drill was carried out.

March 23rd

A bicycle ride. Landed at 11:30 AM intending a long ride and so took some sandwiches with me for lunch which I ate whilst I was riding. I decided to go to Wimborne, taking the road to Wareham and Lytchett Minster, thence across the heath and arriving about 3:00 PM (about 32.5 miles). Ordered some tea and in the meantime walked on to the Minster and had a look at it. It is a most interesting church. The architecture is transitory Norman with the exception of two or three parts and the West Tower, which are Early English perpendicular. Left about 4:00 PM for Dorchester (22 miles) going by the main road through Corfe Mullen past Charborough Park (the seat of the Erle-Drax family) and via Bere Regis, arriving about 6:00 PM. Returned to Weymouth by the 6:15 PM train and rode from Weymouth to Portland having had a most enjoyable day (total distance 59 miles).

25th of March

X-rays. Mr Morgan keeps a private school and had engaged a lecturer to show the new photography by means of the "Roentgen Rays". The entertainment was held in the schoolroom, the boys being present and some slides were produced on a screen showing the bones of the hand taken through the flesh, also the contents of purses, etc, taken through the material. He then proceeded to take some photos of hands of the audience, but owing to the local developer he had engaged they did not come out, and so on the whole the lecture was not a success. This photography is certainly very marvellous. The article to be taken is laid on the prepared plate and a vacuum tube placed over it, through which a strong current is passed, causing a light. The rays from this light are in some mysterious way passed through the article upon the plate and the photo thus taken. How these rays are transmitted through solid articles no one seems to know. *[note – it is remarkable that Wilhelm Röntgen had only discovered X-rays on 8th November 1895, less than 6 months earlier.]*

April 1st to 7th

On leave in Warwick.

April 2nd

Burt and Walter's fiancées. Fetched home at about 7:30 PM, just as they were going into dinner. Arthur had arrived during the day and there was also staying in the house Miss Morris (Burt's fiancé) and Miss K Pepper (Walter's fiancée) whom I was glad to get a chance of seeing. Changed, and after dinner, spent the evening with song, etc. Everyone seemed very well, including mother, and I received an "extraordinary" welcome, which is saying a good deal as they seemed always pleased to see me at home.

April 3rd

Cat and mouse. In the evening, I showed them the trick of sitting on a broom handle and knocking cups off chairs, which afforded much amusement, and afterwards we played "cat and mouse", which is rather quaint. Two people are blindfolded and one being cat, the other mouse, the cat has to catch the mouse, the remainder seated in chairs leaving a gangway down the middle. It is only appreciated when played and is really very funny. The cat performing extraordinary evolutions in its effort to catch the mouse.

April 20th

Funeral. At 1:30 PM I landed in charge of funeral party to inter the remains of Boy Salter. The usual formalities were gone through, but the boy being a Roman Catholic, the service was conducted by Father Kully. As regards to internment, I am rather averse to this method of disposing of the dead and always hold that cremation is a more satisfactory method both to deceased and relatives.

April 23rd

Ladies football match. I rode out to Westham to see a "ladies" football match there. The place was crowded with people, but the football was rather a farce. The "ladies" were from London or somewhere and, being paid for the performance took no interest in the game. The "rigs" were rather curious, some turning out in bloomers and the majority in jerseys, their hair being tied in a bob at the back. Altogether it was by no means a pretty sight, but at the same time amusing. I did not stop long.

July 18th

Walter's wedding day. Oliver [*note – brother*] and myself left Fernleigh about 12:15 PM and went by Metropolitan Railway from Swiss Cottage to High St Kensington. Here we purchased the necessary buttonholes and proceeded to Saint Mary Abbots Church where the note is to be tied. We found a fair number of people already assembled there, chiefly our relations and relations of Miss Popper. The event was fixed for 2:00 PM and by that hour everything was ready and Walter [*note – brother*] in uniform of AMS Expectant, supported by Jack [*note – brother*] who acted as his best man. Frank [*note –*

brother] and George Bird [*note – cousin*] and a parson belonging to the church were officiating clergy and were also ready and waiting. No bride, however, turned up, and at 2:30 PM people began to wonder what had become of her. Accordingly, Oliver went to the Palace Hotel, where she was preparing, and found that she and her father, Colonel Pepper. We're waiting for the carriage to arrive. It turned out that it's been waiting for 20 minutes, but its arrival through an omission was not announced. She eventually arrived in the church, Ida, Lucy [*note – sisters*] and her younger sister acting as bridesmaids. Frank conducted the service and everything went off swimmingly. After the register had been duly signed, we all went to the Palace Hotel where there was a reception and refreshments going. "Fizz" was provided by Mother upstairs, the Pepper family, being great teetotallers, would have none of it. About 3:30 PM guests began to depart and the happy pair left for Paddington en route for Malvern, where there to spend two or three days of their honeymoon. Everything being conducted, Hamilton (formerly Curate of St Nicholas Warwick) of Notting Hill parish, Arthur, Oliver and myself went down to Hammersmith where we caught a penny steamer and went down the river, Arthur and myself as far as Chelsea where we made our way to Kensington again (6 Essex Villas) to dine with Uncle Charlie and Aunt Winifred [*note – Bird, the author's mother's youngest brother*] whom I had not seen before. We had a very pleasant dinner, Mother, Ida and Lucy being also there.

July 19th

Visit to Pinner, family. In the afternoon, Oliver and I decided to ride Pinner to call on Uncle Nelson, who is at West End House with family. We arrived at 6:00 PM. We first went to the cemetery and visited Grandmother's grave (formerly of The Hall) and then went to the Queens Head where we saw the people going to evening church amongst others "Tom" Ward and Mary [*note – cousins*] but they did not see us. Afterwards preceded to West End House where we found the girls in the garden, including Agnes, now Miss Dickinson and also Uncle and Aunt Jessie. I had not been to this house since 1881 and I find the place completely altered. Uncle Nelson showed me around the house etc. Only stayed for supper, leaving about 10:00 PM.



[note – West End House is now a Heath Robinson museum]

July 25th

Appointment to HMS Blake. My servant (Bell) startled me very much in the morning by informing me that I was appointed away. My mind was considerably relieved when I heard that I was appointed to the Blake (First Class Cruiser) of the Channel Fleet, and I was much pleased with the news.



August. 25th

Bombardment of Zanzibar. News was received today of the destruction of Zanzibar by bombardment. Upon the death of the Sultan, his cousin took charge of the palace and proclaimed himself, against our wishes. He was called upon to give himself up but refused and Admiral Rawson in the Saint George received orders to dislodge him by force. The 'Raccoon', 'Thrush' (my old ship) and 'Sparrow' opened fire and the palace and town were in ruins about an hour afterwards. The ships were hit several times, but no damage done and only one man belonging to the thrush was injured. The old 'Glasgow' (the Sultan's yacht) ventured to open fire and was promptly sunk. I should

like to have been there to see it, knowing the place so well. The usurper fled to the German consulate for protection, where he remains.

[note – the Anglo-Zanzibar War lasted between 38 and 45 minutes and is considered to be the shortest war in history!]

1st September

Left HMS Minotaur. Joined HMS Blake. Left the Minotaur about 9:00 AM, not without regret. I've spent over 18 months on board her and I have had an excellent time. I was sorry also to leave my messmates. Caught the 9:33 AM train from Portland and travelled by Yeovil, Durston and Taunton and caught the 'Cornish' express at Exeter. Arrived at Devonport about 4:00 PM. It was rather a tedious journey, there being no less than four changes. Went onboard and joined her about 5:00 PM, the captain *[note - Captain ACB Bromley]* being away on leave, I reported myself the commander *[note - Commander JA Tuke]*. I have a good cabin, much larger than I expected, but I shall miss the large one I had on the Minotaur.

September the 15th

The journal. It is 10 years today since I first began keeping this journal. I was then beginning my third term as cadet in the Britannia.

September 16th and 24th

On leave in Warwick.

September 17th

Bert's engagement off. Mother, Walter, and Katie and myself went up to see Bert's House after breakfast. As he expected shortly to be married, he took this house with a view of settling in it and taking his practise with him. Owing, however, to the curious manoeuvres of his intended Miss Morris, the engagement is now off and they are never likely to be 'spliced'. In my opinion, he was fortunate in not marrying the girl who I thought very changeable and superficial.

September 23rd

Frank's Rectorship. In the afternoon, Jack and I rode over to Lapworth to see Frank and had tea with him. Oliver met us there having gone by train. Frank is going to leave Lapworth soon as he has accepted the rectorship of Wokenbury (near Wrexham) which was offered him by Uncle Arthur *[note – Bird?]*. It is a fairly good living with a large house, which is a questionable advantage as it add much to the expenses.

October 2nd

Sailed. Slip from buoy at 9:30 AM and steamed out to sea, gradually working up the engines for two hours, full speed trial, to test the repaired boilers. Everything went smoothly from 11:00 AM to 1:00 PM we had a speed of 19 knots (natural draught). Returned to the Sound about 3:00 PM, and the trial having proved satisfactorily, we left at 4:00 PM for Portsmouth.

October 4th

Czar and Czarina of Russia. HM the Czar and Czarina of Russia arrived at Portsmouth today from Balmoral, where they had been on a visit to the Queen. We had received orders to man ship in the afternoon when they arrived, but the weather was so bad that the order was annulled, much to our satisfaction. Their majesties proceeded on board the Imperial Yacht 'Pole Star' on arrival which was secured alongside the Railway Jetty. Extra guards of Marines and Metropolitan Police were stationed round her for protection against nihilists etc and I hear that on his journey by rail, men were stationed under and on all bridges and extra precautions were taken in addition to those usually adopted when royalty travels.

October the 5th

Czar escort. The fleet weighed at 5:30 AM to form the escort for the Czar to Cherbourg. We steamed out in two columns and took up position according to the diagram. The Pole Star came out to us at about 7:30 AM, the Standart having arrived earlier. They took up their stations between the two columns. The day was beautifully fine but a strong headwind which made the ships knock about good deal after rounding St Catherine's, there being a heavy sea running. It was rather unfortunate that they had not a smooth passage. The French fleet was sighted about 10:00 AM, it having been arranged that they should meet us about halfway and relieve us of our duty. The Czar now made a signal to the admiral the purport of which was 'HM the Czar much obliged for fine escort Admirals, Captains, Officers, and Crews' to which a reply was made 'Deeply grateful for HM gracious message'. When within about 3 miles to the French fleet, the signal was made for columns to turn outwards 16 points, the French executing a similar manoeuvre at the same time every saluting ship fired a parting salute of 21 guns and the French receiving the yacht with a salute of innumerable guns. It was a very fine sight, but it was unfortunate that we could not get nearer the Frenchman so as to see their ships better. They seem to have a fine fleet of about a dozen ships, but as usual hideous in appearance, and sending up clouds of black smoke. They evidently found it hard keeping up 15 knots against the wind, which they received on turning. For symmetry and appearance nothing could beat our fleet to my mind, and it is a gratifying fact that all our ships were in permanent commission, whilst those forming the French escort were commissioned specially.

October 6th

Clearing for action. Spread for target practise in the morning. Cleared for action about 9:00 AM. On the quarterdeck this was rather a job as everything in the shape of davits and stanchions have to come down and the accommodation ladders have to be hoisted in. It was pouring with rain and so everyone got wet through and the decks being made slippery it was a wonder that no one went overboard. There was one alarm but the man, a marine, came through the casemate port over the side of the upper deck and did not go overboard at all. After firing 3 rounds from each gun, rejoined the fleet and made for Portland, arrived there about 4:00 PM in a howling gale from the southwest with intervals of heavy rain.

October 9th

Walter to India. My brother Walter in the AMS [*note - Army Medical Service*] leaves England today by the hired transport 'Dilwara' for Bombay to take up an appointment in India. His wife goes also.

October 15th

Landed with field guns. About 8:30 AM, the fleet landed two battalions and eight field guns. Each ship provided three companies of about 50 men and one or two guns. There were two bands, one for each battalion. The number of men landed was about 1200. We marched up the Cecil Beach of the Chesil beach as far as the bridge and then went through the attack, each battalion independently. I was lieutenant of Number 8 Company. Returned about 11:00 AM.

October 22nd

Fleet sailed. Left Portland with the Fleet at 10:00 AM today in beautifully fine weather for two months cruise to Vigo, etc. [*note – Vigo and Arousa are bays on the west coast of Spain*]

October 27th

Manoeuvres and arrival at Vigo. Changed the middle for a morning watch with Fell [*note - another lieutenant on HMS Blake*]. It turned out to be an unfortunate exchange for just before I went below 8:30 AM, a signal was made to alter course 16 points. The captain was on the bridge, and he therefore altered the helm and made a mess of it, as he put it 'over' too soon, the result being that we came up alongside the 'Resolution'. The Admiral thereupon made a signal to us "Evolution badly executed" and "Indicate name of Officer of the Watch". My name was made in reply with "Captain on deck" added but this called forth another message "He must instruct himself in first principles when manoeuvring ship when in company". This I found out, he made after receiving my name and before receiving the second part of the signal (being made by

flags it took some time). Upon receiving the second part, he did not annul his signal as it was near very nearly made, but I do not think it would have been made if he had received it in time. It was rather rough on me, as I had nothing to do with the evolution whatever. Arrived at Vigo about 11:30 AM.

November 16th

Four day cruise. The fleet weighed in the forenoon for a four day cruise. Apparently the Admiral had to get in a certain amount of sea time, for during this trip we steamed in one direction for a certain distance and then altered course 16 points [*note -180°*] and covered the ground again.

November 19th

Arosa Bay. Running torpedoes in the forenoon. We rejoined the fleet about 1:00 PM and proceeded for a Arosa Bay. This bay is about 50 miles to the north of Vigo Bay. We arrived off Villa Garcia about 4:00 PM and anchored with fleet in two lines across the Bay. As we came up, the entrance was crowded with fishing boats engaged in the sardine fishery. I never saw such a crowd of boats before. Fresh sardines are very plentiful ashore and are very good to eat.

November 23rd

Inspections. First day of annual inspection. Vice Admiral Lord W Kerr inspected us. He arrived on board at 9:30 AM and after mustering the Open List (Officers and Ship's Company) he went round the ship. Then Divisions, Physical Drill and inspection of bags and hammocks. I had two men selected from my division (2nd) which luckily turned out to be two of the best. One had to muster his kit and one his hammock. The kit was so good that it called for and received approbation from the Admiral. He left about noon to resume tomorrow.

November 24th

Inspections (continued). Second day of inspections. The Admiral arrived on board again at 9:30 AM, the ship being cleared for action. We went to General Quarters first and he spent a long time going around the ship inquiring about the ammunition supply and magazines. He asked me a great many questions when I was drilling my (port) battery, which I managed to answer. Afterwards we exercised boarders. I had to put the 2nd Division through the 'review exercise', which went off very well. After General Quarters, we exercised Fire Quarters and Out Collision Mats and then he left (about 12:15 PM). Before he went, he told the Captain he was very pleased with the drills and men and said he thought they went through the evolutions very quietly.

December 2nd

Departed Arosa Bay. Left Arosa Bay with fleet at 10:00 AM. The weather improved a little but still showing bad signs.

December 4th

Pleasures of a sea Life! In my middle watch it was blowing a gale with tremendous squalls of rain and hail. There was a big sea running which caused us to knock about a good deal. In the morning I was awakened by a crash and bang and found the contents of my cabin had all been upset on the deck by the rolling of the ship. The washing place had fallen over and smashed the basin and the water had upset over everything. My bath water also was upset. I never saw such chaos. Dressing was difficult under the circumstances. The weather was so wretched. It was blowing a gale and a very heavy sea running. The ship rolling about 25° each way. In the forenoon, the Admiral decided to go into Vigo, much to everyone's satisfaction, and we anchored off the town soon after noon.

December 10th

Loss of steamer 'Sakir'. A rumour was current in the evening that a German Lloyd steamer had been lost. This was afterwards confirmed. She proved to be the 'Sakir' from Corruna for South America and as no survivors were picked up, her crew and passengers numbering over 250 perished. This is the third great disaster the company is sustained viz the 'Eider' which stranded off the Isle of Wight (subsequently floated) the 'Elbe' (run down in the North Sea) and the 'Sakir'. By the English papers afterwards received, the gale appears to have been equally strong in England and was quoted as having been the 'worst of the century'. At Brighton, great damage was done, the historic old chain pier being completely washed away with the exception of one dolphin.



Wreckage of Chain Pier after Great Storm, 5th December 1896



And what it looked like before the storm!

December 13th

Departed Vigo. Left Vigo with the fleet for 2:00 PM.

December 16th

Arrived Plymouth. Arrived in the Sound about 9:00 AM and made fast to a buoy inside the breakwater. The signal was made in the afternoon that 10 days leave will be given to each watch beginning on Friday *[note – the 18th]*.

25th of December

Christmas Day. Being Christmas Day, we asked the GR (gunroom) and Warrant Officers to have some fizz in the forenoon. Before lunch we went round the messdecks to see the men's dinners laid out. The messes were well decorated but owing to there being so few on board only a small number were occupied. They handed us 'duff' etc as we went round and we exchanged good wishes. 'Caulked' in the afternoon.

December 28th

Leave. Caught the train landing me at Warwick about 10:30 PM. At the station I found Jack, Arthur and Oliver had kindly come to meet me. When I got home found Ted Morley (Emily's fiancé) was in and so we met for the first time. He has just come home from Assam for the wedding which takes place on 31st. They are to leave again in January, together, when he returns with her to his tea plantation (in connection with the Single Tea company) in Assam.

December 30th

The family arrives. On my arrival found Jessie Weeks (nee Nelson Ward) had come. I had not seen her for 10 years. She was married in 1888 I believe. Soon afterwards the Arthur 'Birds' turned en masse. As there was no room in the house for them all, Uncle Arthur and Aunt Winnie, Gerald and Lawrence put up at the Warwick Arms, George with Bert and Hilda and Mabel next door. Later in the evening some of us went up to see Bert [*note – at number 25 High Street*] where I had a long talk with Ted, who seems an exceptionally good sort and, I should think, thoroughly sound.

December 31st

Emily's wedding day. In the forenoon, Uncle Charlie and Walter and Aunt Jessie and Winnie, also Edith Bird arrived and this completed the arrival of relations. At 1:00 PM we had a big lunch in the dining room and soon afterwards I went up to the church where Jack, Arthur and Oliver also turned up. We assisted in showing people their seats and giving cards of service, etc. I took charge of the chancel where only relations and personal friends were allotted. Soon after 1:30 PM the people began to come in great numbers so that in a short time there was hardly any room left. About 10 minutes to two the choir came down the aisle and drew up at the West Door. They turned up in force which was very good of them, the choir being a voluntary one. Ted and Emily arrived about 4 minutes before the time (2:00 PM) and attended by her six bridesmaids (Ida and Lucy, Minnie Morley, Mabel and Hilda and Hilda Beynon) came up the steps in the rear of the choir which were singing the 165th hymn. Here the first part of the ceremony was gone through, Mr Morley doing the major part assisted by Frank and Reverend Morley. After being 'wedded' then moved to the chancel where the greater part of the rest of the

service was read by Frank. The ceremony was most impressive, but the music good and the singing of the choir especially so.

At the conclusion of the service, they went into the vestry where sometime was occupied in signing the register. They then proceeded out and down the church accompanied by the bridesmaids to the tune of the Wedding March. After they had gone, I went home to help to receive guests who were coming to the reception. The house was soon full but there was no squash owing to mother's admirable arrangements. A large tent had been erected outside the dining room window and in this a long table was laid with tea, coffee etc, and the usual cakes etc whilst in the dining room 'fizz' was running like water. The tent relieved the crush which would have been had it not been there. The bride and groom cut the cake with some ceremony and had their health drunk a great many times. They afterwards retired to prepare for their departure. The whole of the peel of bell of 10 bells were rung at Saint Mary's. In honour of the occasion. Eventually, they drove off at about 4:00 PM for Warwick Station. The people were shown the wedding presents which were laid out in Jack's room. They certainly made a magnificent array. The wedding was most successful, not a hitch of any kind having occurred, and numbers of people remarked that it was the prettiest and most impressive they had seen. It seemed to have created a great stir in Warwick. The place was quite lively for once. The following [*note - an exert from the Warwick Advertiser of 2nd June 1987*] is an account of the wedding which supplies any details not mentioned above. It omits to state that Henry Morley acted as Ted's best man.