



The Journal of the Police History Society

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GUILDFORDS 1ST POLICEMAN

By Peter Scholes

**WHERE DID ALL THE
COPPERS GO**

By John Tomkins

**LEEDS AUXILIARY
FIRE BRIGADE**

Ralph Lindley

A POLICEMAN IN THE FAMILY

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POLICE TRANSPORT US STYLE

LETTERS TO THE EDITOR

YORK MINSTER POLICE

Paul Dew

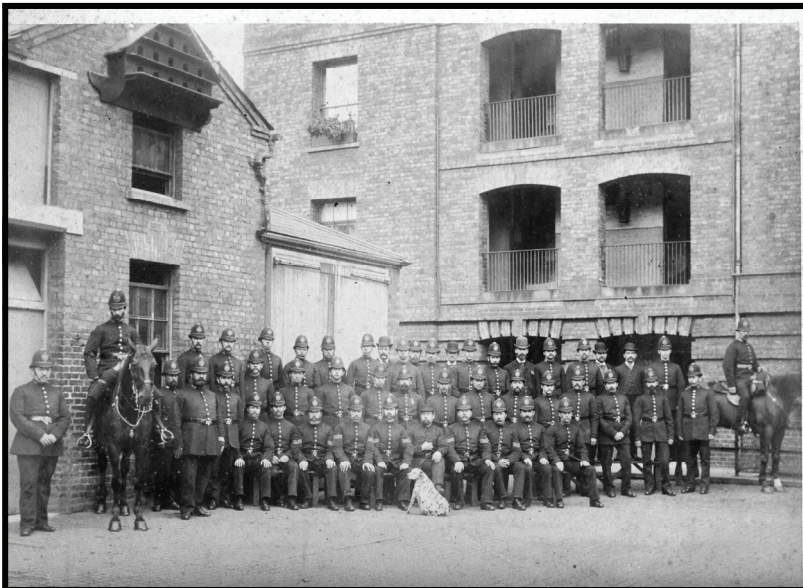
THE KNOBKERRIE KILLING

Clifford Williams

THE AA VERSUS SURREY POLICE

Luke Franklin





**Trinity Road Police Station, Battersea, 1890
Metropolitan Police**



**COVER PICTURE
PC HARRY STAPLES, THE UNKNOWN MOUNTED
POLICEMAN.**

The Editor would welcome any information on this officer and his Force. See page 18

The Police History Society publishes the Journal of the Police History Society annually. Contributions are welcome from both members and non members. Please send material double spaced and typed on A4 paper preferably copied on to disc to save retyping. The editor produces the Journal on Microsoft Word in Microsoft Office Enterprise 2007

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EDITORIAL NOTE

Please note that if you find the first article, Charles Mandeville familiar it is because the last issue contained a serious misprint. In fairness to this piece I have decided to reprint it corrected in its entirety.
My apologies.



Charles Mandeville: Guildford's First Policeman



By

*of the Surrey
Police Museum and author
of Surrey Police - A Pictorial History.*

*The author is particularly
indebted to Wendy Ward of
Weybridge
for research at the Surrey
History Centre at Woking,
and for her
encouragement and helpful
comments on the manu-
script.*

=====

The exploration of the Mandeville branch of my wife's family tree has been - over several years - a fascinating journey which led back to Henry Mandefeild who died in 1600. Henry was a wheelwright in the village of Dunsfold in Surrey. His descendants remained in the area until the 19th century before migrating to other villages in Surrey, and to Guildford, Godalming and London. Along this journey we met Charles Mandeville, the first policeman in Guildford. He was the 2xgreat- grandfather of my wife, Margaret.

The spelling of the surname has varied widely over the years, Maundeifeild, Manderfield, Mandeville, Manvell, Manville and so on. The spelling became more or less standardised as Mandeville in the mid-19th century.

Charles Mandeville was the youngest child of John and Rose Manvell. There were six sons and three daughters; the first child was baptised in Kingston-on-Thames in 1782 and the others in the Church of St Nicholas

in Guildford. John and Rose lived in Guildford, in Park Street. The 1801 population census records the

household as "John Manvell, 3 males, 2 females. John

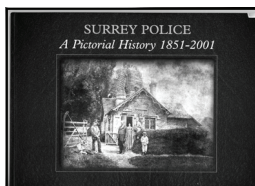
Manvell was a labourer - probably a seasonal agricultural worker. The family was poor and John was in receipt of parish relief. The St

Nicholas Parish Rate Book shows that he was ill during 1793 and 1794, and received a number of small sums from the parish. One entry, for example, records 3s 6d paid out for "a new hat" for one of the children. John died in 1825 and his wife, Rose, in 1842 at the age of 83, a pauper in the Union Workhouse in Guildford. Charles Mandeville, who was born in 1805, married Catherine Holt at St Nicholas in 1825. There were nine children and twenty-three grandchildren (see page 14). Charles and Catherine lived at Park Street in Guildford; there are records of conveyances that mention Charles and Catherine and members of the Holt family, and of a small plot of land possibly in Godalming where the family went to live in the 1850s. Catherine died in 1854. Some few years later, Charles married Mary from Shere in Surrey; there was one child of this second marriage.

The Tradesman

At the age of 14, Charles Mandeville was apprenticed by officers of the Parish of St Nicholas (church warden and overseer of the poor) as a plasterer to William Smith of Guildford. Charles was a so-called pauper apprentice. The Poor Law Act of 1601 allowed the parish to place children of destitute parents with a master who would teach them a trade, and ensure that they could

Peter H Scholes
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June 2008

Acknowledgements

The author is grateful for the assistance and encouragement of the late Ron Mandeville of Canterbury in researching the genealogy of the Mandeville families of Surrey. Also to Rita Stevens of Chiddingfold for additional research and for material relating to Charles Mandeville and his family.

Thanks are due to Gerry Middleton-Stewart, Curator



earn a living and not become a drain on parish resources.

The indenture of apprenticeship would have stipulated that Charles "should not commit fornication, nor play at cards or dice, tables or any other unlawful games, and should not haunt taverns or play houses". The master would provide working tools and allow the apprentice "sufficient meat and drink".

William Smith died in 1821 and the indenture was transferred to Charles Eade. The apprenticeship would have been completed in 1826 with Charles a journeyman plasterer although as Charles married in 1825 it is possible that he was released by his master before that date. As a journeyman he would have been able to seek employment as a skilled workman and eventually set up business himself as a master plasterer.

Guildford High Street



in Victorian times

Plastering is an ancient craft and Charles would have been expected to become proficient not merely in the layering of interior walls but the creation of decorative plasterwork for large houses, churches and public buildings. Up to the middle of the 19th century, plasterers used lime and sand for basic work of covering walls and ceilings. The plaster took two weeks to set under favourable conditions. Gypsum plaster set faster but was

costly and used mainly for ornamental purposes. For plain work the apprentice would have required few tools, but a workman efficient in all branches of the craft would have needed a large variety of implements. Materials would have included wood laths and lath nails; lime, sand, and hair; plaster of Paris, and a variety of cements and colourings.

The Night Watchman

Charles was employed in the early 1830s as a night watchman before becoming a borough constable. Night watchmen, known in earlier times as bellmen, were paid for by property owners to supplement the system of Parochial Constables in towns such as Guildford. The Surrey Police website refers to a watchman, James Barrat in Godalming, who in 1820 received a salary of £15 2s 6d per year. The sum of £2 15s was paid out for a watchman's hat and 4s 3d for a 'lanthorn', a candle-lit lantern with a horn window. In 1833, the employment of night watchmen in towns was regulated by the passing of the Lighting and Watching Act. Inspectors were appointed and a rate was levied on property owners to pay for the service.

The Borough Constable

Modern policing dates from Sir Robert Peel's Police Act of 1829 when the Metropolitan Police Force in London was formed although long before that date there were rudimentary police forces; in fact, "the ubiquitous Parish Constable was to be found everywhere".

The creation of a Borough Police Force in Guildford resulted from the passing of the Municipal Corporations Act in 1835.

In the Minutes of the Council Watch Committee of 18th January 1836, it was ordered that "James Wilkins and Charles Mandeville be continued watchmen and night constables of this borough at the salary of 18s in summer and 21s in winter".



The policemen of the 1830s were known as 'Peelers'

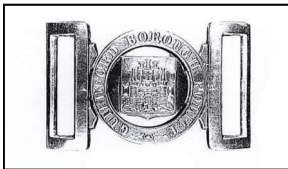
On the following day they were sworn in as constables before the Mayor, Mr John Smallpiece, Gentleman. On 1st February, six pairs of handcuffs were ordered for the night constables. Some Watch Committee proceedings are reported in the *Surrey Police - A Pictorial History 1851-2001*. At a meeting on 15 January 1836, it was resolved to appoint nine constables for the borough. Three days later the appointments were made and the officers became operational shortly afterwards. Richard Jarlett was appointed superintendent at £15 per year; he was only part-time and was in fact a baker in the High Street. The Minutes also record the appointment on 14th July of a day policeman, Philip Clarke, at a salary of 17s 6d. The Watch Committee later decreed "that a newly appointed constable in addition to his salary be provided with clothes of



the same description as the London police provided the expense thereof does not exceed five guineas".

The clothes provided were the so-called Peeler uniform consisting of a top hat representing authority, and an eight-button, blue swallow tailed jacket representing servitude because, according to David Cross writing in the BBC British History website "although the police were considered public servants, they were also the public's masters".

A leather stock, 10 cm deep, was worn around the neck as protection against attempts at strangulation with a piece of rope - a favourite trick of footpads. The uniform was completed by a broad belt with a large buckle bearing the Borough insignia, and a pair of heavy Wellington boots.



Belt buckle of the Guildford Borough Police

The hat was 15 cm tall with a 5 cm wide brim and reinforced. The upper part was of leather overlapping a beaver skin body; it was reinforced inside with cane. Supposedly a symbol of authority, it has been suggested that the top hat was used for peering over stone walls in 'covert surveillance' operations. Whilst the uniform would have been very suitable for cold nights in winter, one can only imagine the level of discomfort in summer. Although constables in some forces were allowed to purchase light-weight trousers for summer wear.

Surrey Police—A Pictorial History

The constable carried what were known as his appointments: a truncheon, handcuffs, rattle to raise 'a hue and cry', and at night an oil lamp suspended from his belt. The truncheon was hidden in a long pocket in the coat tails. In some areas of town the constable would have carried a cutlass. Borough policeman were on duty seven days a week without a break throughout the year. After one year's service they received ten days annual leave. According to David Cross "the Victorian policeman was very lucky to receive sick pay. However, if he had a hangover or injury caused by drinking, he might well receive nothing at the discretion of his Superintendent". Many Boroughs produced a Rule Book for constables and in one of these written in 1840 for the Birmingham Force it is stated that "on discovering a fire, the constable - who doubled as a fireman - will spring his rattle and cry fire there for raising an immediate alarm". The instructions covered not only operational matters and, for example, "night duty officers will grow a beard that will cover his throat to keep his tubes warm". Constables usually lived just a few doors away from the police station. On parading for duty at 6 am the day constables were marched to their beats. Only at this stage was the night constable allowed to join the officers going on duty so he could march back to the station and sign off. Had any incidents occurred he would have had to write up a report before going off duty. Simon Dell, in *The Victorian Policeman*, points out that "discipline was intolerably

strict, Policemen were dismissed if a member of the public complained about them or if they committed any offence, or kept bad company, or if they broke regulations such as being late on duty or being improperly dressed."

The usual cause for dismissal was "being drunk". In 1841, following a change in the structure of the Guildford Police Force, the Watch Committee "ordered that Charles Mandeville, William Seabrook and James Wilkins be [re] appointed Watchmen and Policemen of the Borough to perform the duties of those situations by day and night and to act under the Superintendent of the Police and Head Constable of the Borough and to be subject to the Laws and Regulations to be made to their Government and to be subject to the same salaries paid to them as Night Watchmen".

Constables Seabrook and Wilkins did not last long in office. Both were discharged from their duties only a few weeks later for being absent without leave. There was quite a high turnover of officers, some resignations and some dismissals. There are many references in the Minutes to the recruitment of replacements from the Metropolitan Force in London in preference to appointing local men. The proceedings of the

Watch Committee provide an insight into the misdemeanours of one officer. "Dismissed Thomas High for drinking with servants of Mr Elkins in his brewery at 4 am". Not a smart move on the part of PC High as it appears that Mr Elkins was a member of the Watch Committee!

In another instance PCs Wakefield and Barnes, "who



had joined a lottery" at *The Malthouse Tap*, won two bottles of brandy and sold them to the landlord of *The Jolly Butcher*, "were called upon to resign". The Committee later relented and instead of dismissal the two constables were reduced in rank. The Watch Committee Minutes make interesting reading exemplified by references to an investigations involving "lewd women" and "houses of ill repute" in the town

A police station was established In Guildford in Tun's Gate behind the Corn Market but has long since been demolished. A full-time Superintendent, Charles

Hollingsworth, was appointed in 1851 at a wage of 25s a week; he was succeed in the following year by William Goff and then by George Vickers. In 1843 the cost of the Borough Police and Watch Force was recorded as being £252 and by 1856 the number of constables had reached 15.

The photograph (page 9) shows Charles Mandeville in his uniform and is of a portrait which for many years hung in the cottage of one of his grandsons, also named Charles, at Sandhills in Witley.



Charles Mandeville in the Borough Constable uniform with his truncheon
Courtesy of Wendy Ward

Although not evident in the portrait Constable Charles is— according to family lore - said

to have had red hair.
Shot-firing pistol confiscated from



a highwayman
Courtesy Wendy Ward

There is also a truncheon and small shot-firing pistol with the portrait. The truncheon is of polished wood and quite small, about 25 cm in length. The pistol was reputedly confiscated by Charles from a highwayman he arrested on the Peasmarsh, common land just south of Guildford. It is still a rural area and would have been very desolate at night for coaches travelling to Portsmouth. These items are now in the possession of a granddaughter of Charles' grandson. There is also a larger truncheon, 45 cm in length, that was formerly in the possession of another descendant of PC Charles. It was described in a letter in *The Surrey Advertiser* is believed to have been donated to the Surrey Police. This truncheon is of a size that would have been rather more useful in keeping the peace and appears to have seen a good deal of use all those years ago. It has a coat of arms embossed in red, gold and black, but the emblem has partly worn off. Truncheons of this type were usually decorated with a crown over a VR cipher and a shield containing the arms of the town possibly with a date. An example - from the Godalming Borough Police - is illustrated..

In the portrait, Charles Mandeville is shown with a 'No. 1' on his collar which might indicate that he was the first of the Guildford officers to be appointed. But in the very early days of Police Forces it is possible that uniforms were shared to reduce the costs in kitting out constables.

The portrait itself raises some intriguing questions. Why was it painted? By whom and when? The painting is in oils, 21 x 18 cm, and is unsigned by the artist.

A recent examination by the present owner has revealed that the



Godalming truncheon dated 1846
Truncheons and Tip staves

painting is on card on a backing of stiff paper with a copy of the London *Evening Standard* dated 9th February 1921 used as packing during framing. This may be a red herring but it could suggest that the portrait was painted in relatively recent times. It is interesting to speculate why Charles decided to become a policeman. After a long apprenticeship he might have been expected to receive a better wage as a journeyman than as a policeman. Was there a surfeit of plasterers in Guildford? However, the office of constable would have offered security of employment and with the promise of a pension valuable benefits in Victorian times. Charles' service record with the Borough Police has not survived. But the Minutes of the Watch Committee for 15th January 1849 state that "it



is resolved that policeman Mandeville be reduced to 8/- a week from Friday next". In December of that year and in the following January "it is ordered that the wages of 8/- a week be continued until a further consideration of the subject". No reason is given for this reduction but family memories suggest that Charles suffered an injury during the course of his duties and was obliged to retire from the Force at the age of 44. The reduced payment was probably a form of sick pay - or it might have been a disability pension.

The 'No 1 Peeler' Campaign

In the 1870s, Thomas Mandeville, one of the sons of Charles and Catherine, went to Nottingham to work for Allen Solly & Co., makers of hosiery products. He was employed as an "engine tender in factory" and spent 56 years in the job. Thomas and his wife, Emily, moved to Arnold, near Nottingham sometime between 1881 and 1891. Three of their children took up jobs at the factory as hosiery workers and remained with Allen Solly for many years. In the 1920s the company instituted a publicity campaign to promote a new range of half-hose (socks and stockings) called 'The Peelers'. The advertising strongly featured the portrait of Charles Mandeville as "No. 1 Peeler", and focussed on the long service of Thomas and his family. A representation of one the publicity leaflets is shown on page 11.

(Allen Solly is now owned by an Indian firm,)

As mentioned earlier, it is unclear how the portrait of Charles came to be painted but it is possible that it was produced from the original drawing (on the title page) in the 1920s by or for Allen Solly for their advertising campaign.

The Toll-Gate Keeper

Following his police service, Charles returned in 1849 to his trade as plasterer for some years and was then appointed collector of tolls on the Portsmouth road in Godalming on what used to be known as Anchor Hill; it is now Ockford Road on the A3100.

The toll house and toll-gate cottages on Ockford Road in Godalming (1994).
Courtesy of Rita Stevens

Built in 1856, the two-storey property was one of three toll houses in the town. The cottage next door



was occupied for many years by members of the Mandeville family including Charles' grand-daughter, Mrs Kate Emma Overington who died in 1947. The toll house is now a residence enlarged by the addition of a bedroom. Toll gates came into being when turnpike legislation was enacted in the late 18th century as a supposed remedy for the deplorable state of English roads. The tolls were to be used to maintain the roads, but, although there was a general improvement in the condition of roads by the end of the 18th century, many of the Turnpike Trusts were more intent upon profit than upkeep. The toll-gate keeper was provided with a small house by the gate. The pay at the principal gates was usually no more than 5 shillings for a 24-hour day. The keeper's job came with the constant inconvenience of being awakened in the middle of the night and the danger of robbery and assault. Writing in *The Esher Review*, C R S Saunders observes "that traffic along the Portsmouth Turnpike-road would have been considerable. Royalty, ambassadors, nobles, admirals, captains, soldiers and sailors, men of every degree were at times obliged to undertake the journey, the gentry in their own coaches, the middle class in public conveyances and the commoners by stage-wagons or on foot, taking probably several days to reach their destination". "By the middle of the 18th century stage coaches had approached a standard of perfection but even at that period the outside of the coach in mid-winter with darkness and icy roads, cold mists and biting winds, driving rains and floods afforded little comfort. Fellow travellers were not always congenial and highway

robbers and beggars helped to make the journey far from pleasant. The night coaches were loaded with sailors going to Portsmouth to join their vessels and a rare drunken crew they were and many a free fight occurred at toll-gates or when changing horses."

Apart from the long-distance coaches, there were horses and riders, chaises, stage wagons, ordinary wagons and carts, and livestock being driven to market. Although by 1859 the opening of the London and South Western Railway to Portsmouth would have provided an alternative method of travel leading to a big reduction in the number of stage coaches on the road. Typically toll charges were 1d for a horse, 10d for a score of cattle, 5d for a score of sheep or swine, 3s for a coach drawn by six horses, 2s or 3s for a wagon and 1s or 1s 6d for a cart depending on the width of the wheels and the number of horses.

Whilst Charles was collector of tolls, it was revealed in *The Surrey Advertiser* of 14th October 1865 that he appeared to have been struck off the Electoral Register. It was reported under the heading *The Borough Revision* that "under the Parish of St Nicholas

Charles Mandeville [and others] objected to by the Liberals, were struck off the list." No reason was given. Charles Mandeville died at the toll house in Godalming of 'apoplexy' on 6th August 1868 aged 63, and is buried in the Nightingale Cemetery. After his death Mary, his second wife, continued to collect tolls until sometime after 1871. She then worked as a laundress with her daughter-in-law, Anne whilst staying on in the toll gate cottages with her son George and other members of the family.

Mary died in 1896 aged 73. According to *The Surrey Advertiser* of 11th October 1947, Frederick Holt Mandeville was the last toll-gate keeper on Anchor Hill but census records show him as a grocery porter and then baker. It seems likely that tolls were collected by members of the family living in the cottages. Rapid growth of traffic on turnpike roads meant that the tolls were insuffi-



cient to repair the roads and so local authorities were obliged to take over the responsibility. By 1888 the county council had taken over roadway maintenance in Godalming with the consequent closure of the three toll gates in the town.

The Family

- ☐ **Charles** and his first wife, Catherine had seven sons and two daughters.
- ☐ **Henry** (b.1832), a cabinet maker, moved to Clerkewell in London, and married Jane Cox. There were two sons and four daughters.
- ☐ **Elizabeth Jane** (b.1834) married a Mr Gwynn. She moved to Portsea in Portsmouth and was enumerated in 1891 as "living on own means".
- ☐ **Robert** (b.1836) was a bricklayer and later a glazier and painter. He married Elizabeth Charlotte Farr and lived at Milford and Witley; there were four daughters and five sons.
- ☐ **James** (b.1837), also a bricklayer, of Hurtmore, Godalming. He married Louisa Stedman; there was a son and a daughter.
- ☐ **Charles Francis** (b.1840), a signalman of the London and South-Western Railway, moved to Lambeth and is believed to have been unmarried.
- ☐ **Frederick Holt** (1844-1893), a stone dresser, then grocer's porter and baker of Godalming, was for many years a member of the local fire brigade. He married Amy who died after 1871; there was a son and a daughter. Frederick then married Anne.
- ☐ **Thomas** (b.1846), a stationary engine driver or stoker of Godalming, moved to Nottingham. He married Emily Christmas in St Pancras; there were two daughters and one son.
- ☐ **John** (b.1848) who died in infancy.
- ☐ **Rose Kate** (1851-1899), a spinster who lived in Chelsea. There was one son of the marriage between Charles and his second wife, Mary.
- ☐ **George** (b.1863) worked as a shoemaker before joining the Royal Navy.

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The Peelers - A New Range of Half-Hose from Allen Solly

In the year 1829, Sir Robert Peel piloted his Police Act through the House of Commons and

in the town of Guildford, Surrey, Mr Charles Mandeville had the distinction of becoming "No. 1 Peeler" as can be observed from his collar.



From that time forward the family of Mandeville has been closely associated with Allen Solly, for the son of No. 1 Peeler spent fifty-six years of his life in the service of the firm. Of three grand-children of Charles Mandeville, one is still with us after forty-six years of service—one spent thirty-nine years with us and a grand-daughter thirty years with us.

Few families can boast such a remarkable record of service to one firm, and it is this that the reputation of Allen Solly has been founded. In these times such a reputation is more than ever valued, we think it appropriate to call our special range of colours and designs in Half-Hose, "The Peelers".

PEELER grey

PEELER blue PEELER brown
PEELER smoke PEELER slate
PEELER red

Could you write an article, the PHS Journal is always looking for contributions.



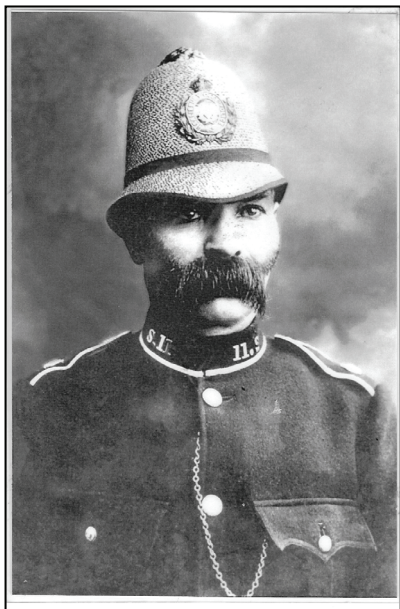
WHERE DID ALL THE COPPERS GO ?

John Tomkins

The author is a serving Police Officer in Greater Manchester Police, having previous service in the Metropolitan Police.

At first, glance you are probably expecting a piece about shortages of police officers walking the beat and a suggested method to reduce paperwork. However this piece is simply research into my family history and the most obvious question that arises.

I joined the Metropolitan Police back in 1983 and after attestation, proudly became what I thought was the first ever member of my family to join the Police. My grandmother, who was in her eighties, suddenly produced a photograph and stated that it was of my Great Grand Father who had been a Police Officer.



The picture was of a fierce looking man (1) complete with Moustache wearing a 'SALISBURY CITY POLICE' Custodian helmet which appeared to be made out of a woven material. His collar number was shown as S11.

I kept a copy of the picture as an inspirational bookmark in my copy of 'The Instruction Book' throughout my Probation, but didn't really think much more about it until about 1987, when I met an American, Jeff Uncapher and his wife, Connie, who both became firm friends. Like many Americans, they were tracing their family tree, a hobby which was quite obscure back in the eighties. I decided to take up this activity.

I soon discovered that my great grandfather was indeed a Policeman, His name was James Tompkins and in 1881 he lived at 22 College Street in Salisbury (2).



His wife was Elisa Burden (3) who was also on the 1881 Census and shown as being a Policewoman, which surprised me it is my understanding that Policewomen were not formed until 1914. (4) Maybe it was recorded as a slight error, She was probably employed as a 'Police Matron' who were normally the wives of serving Police Officers, responsible for searching women and children and look after their welfare whilst in custody.



At first progress was slow, Genealogy used to consist of physically visiting libraries and St Catherine's House to undertake the laborious task of searching through documents. However, the advance of the internet along with new websites greatly increased the speed of research and introduced other researchers who could exchange information.

My own Great Grand father, James Tompkins was born in 1852 in Dorset. It is believed that he originally served in the Metropolitan Police from 1876 on the C Division based at Bow Street. His warrant number is believed to have been 60299 (5.) However, his stay would have been short, by 1881 he was serving in Salisbury City police Force (now Wiltshire Police) in which he served from at least 1881 until 1905. This was when the previously mentioned portrait photograph had been taken. There were also group photographs of the entire Police Force taken in 1895 and 1905.



**Above picture taken in 1895.
James is believed to be third row from
front on right hand side.**

I soon discovered that James Tompkins becoming a Police Constable was not an isolated event. He had 10 brothers and Sisters and at least two other brothers also served in the police. Henry Tompkins born 1853 served in Chard Police Force (now part of Avon and Somerset Constabulary) from 1st April 1889 until 26th January, 1913. He reached the rank of Sergeant and was awarded

a pension of 59 pounds, 16 shillings and 4 pence per annum. (6), The third Brother, Charles Tompkins, born 1858 also served in the Metropolitan police. He joined on 30th January, 1882 and served 26 years on 'A' Division, retiring in 1908. (7)



This picture taken 1905

Therefore, at the dawn of the twentieth century, it appears that there were at least three men serving in various police forces around the South of England, most having been trained by the Metropolitan Police.

It seems that the 'In laws' were also getting in on the Act. John Tompkins, the father of the above mentioned James, Henry and Charles, George, was married to Selina Bishop. One of her relatives, Henry Bishop joined the Metropolitan Police in 1901. He served on 'S' Division until 1919 when he was dismissed on 2nd August along with 500 other police Officers for 'refusing to Patrol' during the Police Strike. (8) Genealogy is in many ways similar to Police Detection. All lines of enquiry must be followed to ensure that all the facts are correct. I became interested in the next generation, how many of them saw service in the Police?

It seems that only one of the sons of James Tompkins joined the Police, his name was Alfred James Tompkins who joined the Metropolitan Police on 17th February 1913, serving on 'Y' Division in Hampstead. (9). He wasn't to remain for long, it appears he went



'off pay' in 1914 along with virtually every other able bodied man to join the swelling ranks of new recruits at the outbreak of the First World War.

James Tompkins had 3 other sons, all of them joining the local Regiment in Salisbury, The Wiltshire Regiment . The eldest brother Frank went to France and was badly gassed, so much so that he died of the effects very soon after the war in 1929 aged 48 years.



My own grandfather William Tompkins was serving in the Territorial Army in 1914, in the 4th Battalion of the Wiltshire Regiment, at the start of hostilities. He was mobilised and initially sent to India in order to allow experienced soldiers to go to France. He remained in the middle east throughout the war fighting against the Turks
In Galipoli or Palestine.

Family rumour has it that he was captured, although I have not yet been able to confirm this, but he did catch TB which put him in an early grave in 1934, aged 51 having never fully recovered his health.

The youngest son, Edward Charles Tompkins, born in 1899, joined the Wiltshire Regiment in 1917. As a youth he had been employed by the Chief Constable of Salisbury, Mr Richardson to work in his garden. After the war he was employed locally as a postman.



James also had a daughter called Hilda Kate Tompkins, born in 1885. She had a son called Sydney Clay born 1910. Hilda was one of the 20 million people who died in 1918 as a result of the Influenza Pandemic. More about Sydney later.

It appears that Alfred, the Police Constable from 'Y' Division rejoined the Metropolitan Police after the Great War, eventually becoming a Sergeant. He had a son called Alfred James Ernest Tompkins who was born in St Pancras in 1920.

So after the carnage of the First World War, it appears that only one of my ancestors was actually in the Police, What about the next Generation ? There were several potential candidates for joining, the above mentioned Alfred Tompkins had both Father and Grand Father who had served in the Police, but unfortunately, by the time he was old enough to



join, The Second World War was about to take place. He joined the Wiltshire Regiment, the same Regiment that at least 3 of his Uncles had joined during the First World War. He was not the only young man to join up, remember Henry Tompkins who served in Chard Police Force, his Grandson Kenneth Tompkins joined his local Regiment The Somerset Light Infantry. Both these Regiments were part of the 43rd Wessex Division, which took part in Operation Overlord, The Invasion of Europe. Tragically, both of these men were killed within 11 days of each other fighting in Normandy to capture Hill 112. (10) The attrition rate was of a scale similar to the First World War.



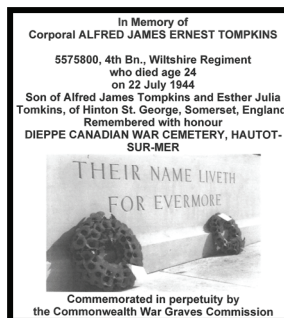
Remember Sydney Clay? whose mother Hilda died during the 'flu Pandemic in 1918. He served in the Royal Navy during the Second World War, as a Petty Officer on H.M.S. Belmont. He died aged 32 when this ship was sunk on 31st January, 1942. (11)

Remember Frederick Tompkins, the eldest son of James Tompkins, the Police Officer in Salisbury, he had a son born in 1914. By 1939 he was serving in the RAF as a Sergeant

Observer. He never even made it to the start of the second World War, On 5th May, 1939 whilst involved on 'War Like Preparations' The entire crew of his Aircraft was killed in a flying accident. (12)

So, where did all the Coppers in my family go? The answer is simply that they became extinct, as a result of the losses made during both World Wars. What is worse is the fact that there is nothing particularly unusual about the casualties sustained by my family, it is in fact the norm, but as older relatives pass on and family stories get lost the sacrifices of these generations gets forgotten.

The able bodied men of 'good character' who could have potentially joined the Police, who were usually the first to volunteer, became side tracked by events of history. Because of this my family connections were lost for two generations.



NOTES / REFERENCES.

1. Photograph James Tompkins Pc S11 Salisbury Police.
2. & 3. 1881 Census from Swindon and Wiltshire Record office.
4. Info from BAWP British Association of Woman Police.
5. 6. Service Record of Henry Tompkins, Somerset Archives
- 5, 7, 8 & 9. Information from Maggie Bird.
- 10 & 11 Information from Commonwealth War graves Commission.
- 12 Information from West Grinstead local History Society Website.

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LEEDS AUXILIARY FIRE BRIGADE WW1

Ralph B. LINDLEY.



In January, 2005 I was given a photograph of some firemen on a small fire engine by John Field, a collector living in York. He had been told that it was of York City Police circa 1916 and it shows a Sergeant and 5 Constables with the collar numbers 101 (Sgt), 102, 103, 104, 105 and 106 on a motorised fire appliance outside a fire station. There are no collar badges at all on their uniforms and the shield in the centre of their belt plates could be something like York City, Worcester, etc, but the cap badge was originally a bit of a puzzle as it seemed to have a very small crown and the centre could be either a coat of arms or crossed fire axes.

The number plate on the front of the fire engine has the letter "U" on it and at the time this was the registration mark for Leeds. On taking the photograph out of the cellophane cover and removing the modern mount over the front I discovered the following lettering "Chas. R. H. PICKARD, Briggate Chambers, Kirkgate, Leeds." This tended to indicate that the photograph could be of Leeds City Police. .



On checking the Leeds City Police Centenary booklet issued in 1936 I found that the force purchased a motor fire engine in 1910 but that they also continued to have horse drawn engines until 1923. During the First World War a tribute was paid to the Special Constables whose "services rendered possible the efficient policing of the City." Also in this booklet there is a photograph of a fire engine "turning out" from the Fire Station and it is the same building as the one in the photograph given to me by the collector. The booklet also states that the Fire Station was in the Corn Exchange about 1877 but it moved to Park Street in 1883 and was still there at the time the booklet was published in 1936. The Force HQ was also located in this area. The Leeds City Police History published in 1974 states that by December, 1914, there were 1,086 persons



who had enrolled as Special Constables. On page 70 of the history it states in "1916 the strength of Leeds 'Specials' was 2,086 with an Auxiliary Fire Brigade of 97 officers and men." On looking more closely with the aid of a strong magnifying glass at the cap badge worn by the Sgt I discovered there are what appear to be small chevrons underneath and this is similar to the badges worn by Sergeants in the Leeds Special Constabulary during the First World War, mainly as an off duty lapel badge worn while in civilian clothes to avoid them being offered a white feather! The Auxiliary Fire Brigade had their own off duty lapel badge and this had crossed axes on it as in the photograph of a Constable's one with the date being 1915. It appears that the men shown on the fire engine are members of the Auxiliary Fire Brigade of Leeds City Police and who were enrolled as members of the Special Constabulary. To make them look different from the regular officers or members of the Police Reserve they were given their own badge to wear on their caps, did not wear the collar badge on their uniforms but had one on their belt clasps instead. To date I have not established the identities of the men in the photograph but intend to carry our further research to that end in due course.



Ralph LINDLEY – Brief History

Born in Canada of English parents I spent my childhood in Scotland where I joined Paisley Burgh Police in 1962. I moved to the West Riding Constabulary in 1964 and served in that Force, West Yorkshire Constabulary and North Yorkshire Police. I retired in 1989 having spent the last 20 years in CID. My interest in Police history started in 1972 following a visit to the Olympic Games in Munich in a group of 30 British Police Officers. I was a founder member of Ripon Museum Trust in 1981 and later became Senior Curator with a special interest in the Prison & Police Museum which was totally renovated between 2002 and 2004 thanks to the award of a grant from the Heritage Lottery Fund. Due to health problems I had to cease my active input over a year ago with the Trust which runs three museums in the city of Ripon and am now Vice President. I deal with historical enquiries now.

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A POLICEMAN IN THE FAMILY

LEVI GOODMAN

Date of Appointment. 26th October 1899
Number 207
Where born Rockingham, Northamptonshire
Date of Birth 31st January 1877
Height 5 feet 8.5 inches
Hair Brown **Eyes** Blue
Complexion Fresh
Trade Groom
Single or Married Single
Name and Address of Last Employer Anthony Gibbs, Esq., Tyntesfield, Flax Bourton

Thus, Page 753 of the Somerset Constabulary personnel record for 1899. Why should I be interested in such an entry? What was my family connection with this Police Force, which came into being as the "Somerset Constabulary" only in 1856, following the amalgamation of a number of separate constabularies in the county?

The connection emerged in a very roundabout way. Doing some research into the 1901 Census Records I discovered that Police Constable No. 207 was my Grandfather : Levi Goodman. And I never even knew he had been a policeman!

Would it be fair to say that asking questions is a of police work? Family History is also about asking questions. There's lots of advice and a number of specialist magazines to help anyone thinking of delving into family history. The core advice is: ask questions. Get relatives to look out photos, certificates, letters to reveal their stories – but, essentially, keep questioning! I think this is probably easier nowadays for those starting out on their researches. People are generally eager to talk about their pasts and their memories of relatives and, with life-spans generally much longer, there are likely to be more family members, many very elderly, to speak to.

There is also often a good supply of photos and relevant paper records to jog memory. But if you are of my generation , in your seventies, it may be you find it quite difficult building up a picture of the lives of relatives from your parents' generations, let alone earlier. This would almost certainly be so if the researcher were part of a family which did not speak a lot about other relatives, or where there was little or no contact with them. Also, in some families, children were not expected or encouraged to ask personal questions, or it didn't occur to them to do so. In such situations it would not be surprising if there were a very sparse or non-existent oral record. Secondly, if the 19th and early 20th Century generations all belonged

to a very low economic tier of society, it is highly likely that there would be no family records: letters, postcards, original certificates etc. Poverty-line living would not have left money spare for photos , let alone holiday postcards! This was exactly the situation I faced when I set out on my researches. In my family we had a few bits and pieces, but nothing like a full picture. I had lost the opportunity to ask the essential questions by the time I came to start looking into the family's past. But I was determined to discover what I could.

Where to begin? I was lucky to live a bus journey away from the Family History Centre in Islington, London (now very sadly closed) and there I discovered Census records on micro-fiche along with volumes of Births, Marriages and Deaths records. On-line census and BMD records had not arrived on the scene then!

I started with my paternal line and discovered my family was part of a seven-generation line going back to the 1720's in Rockingham, Northants. Most of those who made up five of the earliest generations lived there or in the small neighbouring village of Cottingham. The background was wholly agricultural; in the majority of cases, agricultural labouring or Rockingham Castle employment for the men, and domestic service in the families of yeomen farmers or at the Castle for young women, prior to marriage. It appears that my grandfather's generation (he was the youngest of eight) was the one which started to become more mobile. Education would have improved but the very limited wage-earning opportunities (and very low wages, at that) in a rural area would have been the main reason for young people to leave the countryside, to seek better paid work and prospects. Levi, at the age of 14, was still at home and the 1891 Census states that he was a telegraph messenger. But then there is a gap of eight years that I had so far been unable to fill. In the last few years it has become possible to trace Census records on-line (the 1911 Census went on-line as recently as January 2009). It was when the 1901 Census records became available and I was able to do research at home that things became very exciting for me. I was checking various members of the family and when I got to my grandfather, I learned something that really galvanised me.

I read that he was boarding with a Mr and Mrs Harris in Long Ashton, North Somerset. His occupation? **Police Constable**. I never knew that! And he lived until I was about 12! What had I missed by not asking questions then? **I just had to find out more about Levi becoming a policeman. I wanted to know when he joined. How did he come to be in Somerset? How long was he a**



policeman? So many questions.

I contacted the Somerset County Archive Service in Taunton. I was told that they held some records of the Somerset Constabulary (before it became the Avon and Somerset Constabulary in 1974). I was delighted to learn that the County Archive offered a research service for people who would find it difficult to visit in person. For a fee a researcher would follow up whatever questions I would like to raise. Eventually I received a report from the researcher together with a copy of the relevant two pages from the police personnel records. Incidentally, it also gave information about his previous employer.

(Another set of questions!)

But it was the information in the personnel record that particularly excited me. It shows when Levi was appointed as a constable. He was aged 22. His beautifully neat signature showing he had learned his penmanship well at his Rockingham school.

The record goes on to show that he was first stationed at **Dulverton**, in the Wiveliscombe Division on December 5th, 1899. I have nothing to explain the ten weeks between his appointment and being stationed at Dulverton. Would there have been a period of training somewhere? The County Archive also hold a copy of "Rules and Regulations" (1904) and interestingly this states (Page 8): *all members of the Force must consider themselves on probation until allocated a district*". But there is nothing about a period of training for new recruits.

From January 17th, 1901 he is shown as stationed at Bower Ashton in the **Long Ashton** Division. This tallies with the 1901 Census record, the original starting point of my search into Levi's police service. On October 26th 1900, exactly a year after his original appointment, he had been promoted Constable Second Class. Very helpful research for me by Mike Vince of the Police History Society has discovered that, albeit for the Buckinghamshire Constabulary, there were three classes of constable and that the weekly pay for a Constable Second Class was 19 shillings. This was in 1856. Possibly, over 40 years later the pay would have improved! Were pay rates similar between the different county constabularies at that time? So far I have been unable to unearth information about pay with reference to the Somerset Constabulary. However, I did discover that, following the 1890 Police Act which had set up the Pension Fund, in the Somerset Constabulary from 1904 all ranks had 2.5% per month deducted from their salaries and this was credited to the Pension Fund.

Levi's personnel record goes on to show that he had one period of Leave – July 26th to July 29th in 1901, and that he spent it in Dulverton.

More about Dulverton below!

It then goes on to show : **Removal from Force and Cause**, against which is written **September 25th 1901, Resigned V**. That "Resigned V" really intrigued me. I asked Somerset Archives if they had anything

about Somerset Constabulary's Conditions of Service and/or resignations. They do have copies of "Rules and Regulations for the Guidance of Somerset Constabulary with Instructions for Superintendents" (1887) and for 1904. There was nothing of particular relevance in the 1887 book, but the 1904 version did have a paragraph, on page 43, on "Resignations": *When a member of the Force tenders his resignation, it must be in writing, and the cause of his resignation must be stated on the face of the document*. I appreciate that these Rules and Regulations were published three years after Levi resigned, but it is likely that something similar might have been expected of officers who were resigning at an earlier date. There were no lists relating to resignations with Roman numerals but the researcher did make the very reasonable suggestion that the "V" in this context was not a numeral but an abbreviation for "voluntary". Mike Vince has suggested that "Resigned V" is unlikely to be associated with dismissal from the service, but that, so far, there is no strong information on its meaning. It had been suggested to me, but again without anything to substantiate it, that at that time, young constables were expected to remain single for a period of their service. I found that of interest because 20 days after his resignation, Levi married Evelyn – who was my grandmother. Here again, "Rules and Regulations" provides something of interest: *Any constable who marries without first obtaining the permission of the Chief Constable shall be liable to dismissal*. Levi, however, had resigned and to do that he would have been required to give a month's notice in writing to the Chief Constable.

1899, when Levi was appointed to Dulverton Police Station, where he was based for 13 months, Evelyn was working for her uncle and aunt, who owned the Lamb, the very busy and imposing hotel in Dulverton. So I assume Levi met Evelyn during that time, but wonder **how** he came to meet her. I doubt it would have been in or around the Lamb! "Rules and Regulations" again: *Constables, whether on or off duty, are forbidden to frequent public or beer houses. Also, Constables must not gossip with villagers when at points, nor sit down or lounge about the roadside!* When stationed at Bower Ashton the Census record tells us Levi lodged in Long Ashton (the rent being deducted automatically from his pay each month), but I have not been able to discover where he stayed in Dulverton. Was there



a station house there? Unfortunately, Somerset Archives have no records relating to either of the two police stations Levi was stationed at, so I have so far been unable to learn more about his time at either place.

They began their married life in Dulverton and four of their five children, including my father, were born there. I do not know what my grandfather did once he left the police service, but on his marriage certificate his occupation is given as "licensed". Did that mean that at some point he held some licensed position at the hotel? Did he share the victualler's licence with William Woodbury, Evelyn's uncle and hotel proprietor? Did Levi's police background, although very brief, stand him in good stead so that at some point he was granted a "licence"? For what is yet another question!

Sometime after 1907 they left Dulverton and the 1911 Census record has the family living in Heavitree, Exeter, Devon. Apparently Levi had not entirely lost his interest in being employed in a law enforcement capacity. This time, however, it was in a very specific area. He was a Water Bailiff. Again, that was something I knew nothing about! Because of my ignorance about him having been a policeman, and about him having been a water bailiff, there was nothing in my childhood to prompt questions about either career. What young grandson would NOT have wanted to know his granddad was a water bailiff! Let alone a policeman!

That is what is so fascinating about family history.

You keep uncovering pieces of information that may help answer one question, but invariably it leads only to setting up another series of questions.

For me family history is about learning how our relatives' individual lives fit in with, or reflect what was happening in, the general social history of their times.

I am rather proud of my granddad: a young man from an isolated rural Northamptonshire village who at some point in the 1890's sets off to Somerset, then, by the age of 22, has become a policeman in a police force that is not yet 50 years old. I count that as an achievement. Life was hard. If your early life was lived near to poverty and you wanted to improve things for yourself, you often had to do it on your own. Levi must have known there would not have been much of a future for him in Rockingham, so it would be best to look for a working life elsewhere.

Not one photo of granddad from those years, though. I wonder if there are any photographic records of Somerset policemen from those days. (It is interesting to know that the Bristol Constabulary (a separate force before the creation of the Somerset Constabulary in 1856) was the earliest police force

to photograph *prisoners*. So, maybe the new combined force also held photographic records of their officers.)

I will continue to research the early years of Somerset Constabulary, and especially to find out if there are any records of Dulverton and/or Long Aston Police Stations.

I have received a great deal of help from a number of sources, but I must give special thanks to Philip Hocking of Somerset County Archives, to Mike Vince and the Police History Society and to Diana Cruickshank of Avon and Somerset Police. With their help I have been able to piece together more than I ever knew before about Levi Goodman, Police Constable No.207.

But if only I had asked some questions!

Norman Goodman February 2009

NOTES FROM YOUR EDITOR

I am always looking for new material and very much appreciate your contributions to the Journal. If you are considering contributing an article the following will assist me greatly:

All copy should ideally be typed with double spaced lines and no more than 2500 words. (Equivalent to 10 written A4 pages) If you are using a word processor please enclose both the printed copy and a CD or Floppy disc so that I can put it on my machine rather than have to type it in myself.

If possible enclose as many pictures as you can to illustrate your article (You will get them back). Drawings or cartoons are acceptable

Any pictures sent either on disc or by Email should ideally be in Jpeg or Tiff format. The printers cannot extract pictures from a Word document

Please write a brief paragraph about yourself (and possibly a picture) to accompany the article

Send to:-

Mr Chris Forester

The Editor,

The PHS Journal,

Pinewell Heights,

Tilford Road,

Hindhead, Surrey, GU26 6SQ



POLICE TRANSPORT UNITED STATES STYLE

A Police Bondage Tricycle.

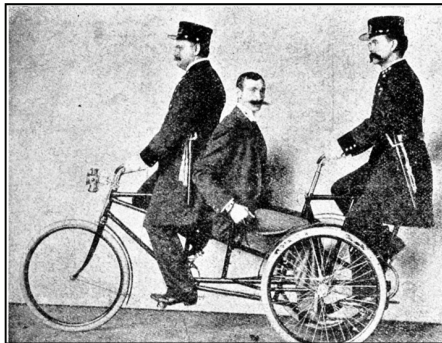
This remarkable conveyance was built in 1898 by the Davis Sewing Machine Co, of Dayton, Ohio. The intention was that arrested persons could be swiftly conveyed back to the police station under restraint. It was actually called "The Police Patrol Tricycle".

It can be just discerned in the picture that the unfortunate gentleman in custody is secured to the tricycle at wrist and ankle by manacles and leg irons.

The policeman at the rear has his own set of pedals so he can contribute to propulsion.

I don't think it went into production.

Thanks to Tony Lisk for the image



COVER PICTURE
PC HARRY STAPLES



Here we have a cropped part of the cover picture.
Can anyone identify the Force badge on Harry Staples cap.
The Editor would welcome any information on this officer



LETTERS TO THE EDITOR



33 Downsview Road, Seaford, BN25 4PU

22nd January 2009

Dear Chris

Regarding the photograph on the top right of page 7 of PHS Journal 23, I think I can help.

This photo is in fact a small part of the far left of a group photograph taken of Hastings Borough Police in 1928. An original copy of this photograph that formerly hung in Hastings Police Station is now displayed at the Old Police Cells Museum at Brighton Town Hall. I have photographs of the whole thing as they have been taken for museum cataloguing and record purposes.

If you have an e-mail address I should be happy to mail them to you in case you want to publish the full picture in a future edition of the PHS Journal or Newsletter. I should warn you however that the original is in a frame almost 3 feet wide, so fitting it all in to the width of an A4 page might cause some loss of detail!

As far as the picture on page 7 is concerned I can tell you that it shows one of two BSA 7.86hp combination motorcycles newly purchased in August of 1928 to "be used for the purposes of traffic patrol, transporting officers to the scenes of crime, etc, and for carrying dispatches".

All of the uniformed officers are wearing a straw helmet that was introduced for summer wear but was, in practice, largely disliked. The straw was uncovered and after a shower of rain the helmet lost its shape. These helmets were, according to one contemporary account, the subject of much amusement amongst the local people. The officer standing behind the motorcycle is a sergeant. Hastings Borough used a large wreath type helmet plate at this time. That issued to constables was black with a large Borough coat of arms centre, and those issued to sergeants were of white metal overall. If you would like a picture of the white metal helmet plate, please let me know and I will send you one. A surviving example of the Hastings straw helmet is in the Old Police Cells Museum collection.

The mounted officer shown in the picture on page 7 is the only mounted officer in the whole picture, though there are at least 3 un-mounted constables pictured wearing long riding boots. The first full time mounted officer in Hastings seems to have been deployed in late summer 1893 following complaints made to the Watch Committee "about the unruly behaviour of certain day excursionists". A photograph of 1921 (taken, I think on the occasion of the annual Force inspection) shows five mounted constables. But I think that only one of these horses was actually used regularly by the force, the others being hired as necessary from local riding schools, and used for civic processions and VIP visits. This would account for the con-



stables in riding uniform appearing in the group photograph without their horses. The last horse used by

Hastings police was retired in 1942 due to difficulty in obtaining animal feed.

On a totally different matter, can I ask you if there was ever anything approaching an “accelerated promotion scheme” in the early Metropolitan Police? Some time ago I wrote speculatively to you to see if any records in your possession recorded the appointment of a Thomas Hayter Chase as a constable in the

Metropolitan Police. Chase intrigues me as a chief officer of police in Brighton who was effectively “airbrushed from history” in two “official” histories of that force. In essence he became embroiled in a fraud being perpetrated by a lady friend of his mother’s (from the Isle of Wight) that almost erupted into a full scale scandal in 1853,

so he left under a cloud. In his application for the chief officer post in Brighton in 1844 Chase stated he had joined MP as a constable on 8th March 1839, but within a year had become Superintendent of the Isle of Wight police division having, it would seem, been seconded at the request of Hampshire magistrates to establish a police force in the then combined areas of Hampshire and the Isle of Wight (an ex-MP colleague was made the chief constable). Prior to joining the MP Chase had been a Captain in the artillery of an expeditionary force in the Spanish Peninsula, so I think it unlikely that he would have joined the police as a mere constable unless there was some expectation of fairly rapid advancement. That said, I might be wrong, and maybe his talents were spotted whilst he was a constable?

If you could proffer any clues from your own knowledge of the early days of the MP I’d be grateful. Incidentally, after a few years as Stationmaster at Burgess Hill railway station, Chase successfully applied for the post of Chief

Constable of Portsmouth in 1859, but he left about a year later after what seems to have been another finance-related local scandal, and then became a renowned spymaster in Southern England for the Republicans during the American Civil War, passing back information on British firms doing business with the so-called “Rebel South”.

So, all in all he’s quite an intriguing character.

With all best wishes,

Derek Oakensen

WHERE IS THIS?



Can anyone identify the location of these three pictures.

They are postcards published sometime in the 20s to 30s

I believe that they are possibly Metropolitan Police,

Here are a few suggestions:

- **Hendon Officers Training School**
- **Peel House in Victoria**
- **Bramshill College**
- **One of the 4 Sports Clubs**

IDEAS OR SOLUTIONS TO THE EDITOR





The York Minster Police

York Minster, the magnificent cathedral in the city and county of the same name dates back hundreds of years and is one of the most magnificent buildings in the north of England. As with other major buildings because of the enormous numbers of visitors, the presence of valuable items and significant amounts of money being handled security is a significant problem.



The Minster is however unique, in the UK at least, in having a police force and has probably had a Constable more or less continuously since 1285 although specific reference to a Minster policeman dates from 1855. The office of Minster Policeman derives from that of the Constable of the Liberty - a post which goes back into antiquity and was similar to that of Parish Constable. In 1285 the Minster Close was enclosed by a stone wall some 12 feet high, within this wall the Dean and Chapter were the law and, until 1839 had a Liberty of their own. This Liberty was called the Liberty of Saint Peter and Peter Prison and had its own Chief Constable, constables, coroners, magistrates, bailiffs, stewards and under-stewards.

Minster constables existed long before the great fire of 1829 but that fire, started by the insane Jonathan Martin late at night, was a turning point in the care of the building. At a chapter meeting on 6 March 1829, the Dean and Chapter decreed that 'Henceforward a watchman / constable shall be employed to keep watch every night in and about the cathedral' - one comment indicated that it was pity the last watchman had been dismissed some time before.

The new watchman could have been Thomas Marshall, although the first record of his name appears when the Liberty of St Peter and Peter Prison was abolished in 1839 and its jurisdiction passed to the civil Corporation. We know Marshall was employed by the Dean and Chapter until 1854 on a wage of forty one pounds and twelve shillings per year. The title of Minster Police first occurs in 1855 when William Gladin replaced Thomas Marshall. The fact that Gladin's name replaced Marshall's directly in the records suggests that the latter's post of

Constable of the Liberty was identifiable with that of Gladin's post of Minster policeman. If such a conclusion can drawn, it means that the post of Minster Police officer precedes the establishment of Sir Robert Peel's modern day police and the Metropolitan Police in particular. In fact, Sir Robert Peel is said to have examined the Minster

Police before instigating the 1829 Police Act. To an extent this should not come as a complete surprise as Sir Robert's sister was married to the then Dean, William Cockburn. Needless to say on visits to her at the Minster he would almost certainly have seen the Minster Police on duty. Today, the Minster Police watch over upwards of 2,000 people at any one time, dealing efficiently and effectively with whatever problems may arise. At night they patrol the streets around the base of the Minster, taking care of Minster property and keeping order, sometimes a dangerous and difficult job, requiring patience and good humour. Their base is a police office which has recently opened off the North Choir Aisle marked by two old-fashioned truncheons hanging next to the door.

Adapted from an article by P.C John Key, York Minster Police

A book, '**Close Encounters: Reminiscences of a York Minster Policeman**' looks at life behind the scenes in the Minster's own Police force. York Minster is one of only two cathedrals in the world to have its own Police, and Minster Policeman John Key has published a collection of his highlights in the force. John Key has been a member of the Minster's Police for 21 years, and his book features stories of a woman smuggling a dog into the Minster in her blouse, Civil War ghosts, and unusual intruders in the Minster's grounds. John also writes about the history of the Minster Police. There have been constables at the Minster since 1285, and the Police force was formed in 1829, following the great fire of February 1829. The Chancellor of York Minster, Canon Glyn Webster said, "John has written a lively and entertaining series of stories about the life of a Minster Policeman. Anyone who loves the Minster, or wants to know more about one of its more unusual departments should buy this book, especially as all profits go towards Martin House hospice." John Key said, "I wrote this book to let people know about the Minster Police force, to explain who we are and what we do. We are Police Officers in a non-Home Office force, and that's rather extraordinary. The Minster Police force, and the constables before them, have been looking after the Minster for over 700 years, and this is the first book that's been written about this distinctive force." 'Close Encounters' is available at the Minster Shop, priced £3.99, and all proceeds go to Martin House, Yorkshire's hospice for children and young people. Contact 01904 557219 or email

shop@yorkminster.org for details on how to buy.

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"By kind permission of the Dean & Chapter of York".

Thanks to Paul Dew



The Knobkerrie Killing

by Clifford Williams

A knobkerrie, also variously spelt knobkerry or knobkierie, is a wooden stick with a round or oval shaped knob at the end used as a club by South African tribesmen notably the Zulu. A knobkerrie features on the coat of arms of South Africa. Eighty-five year old Captain Charles Frederick Barrett had such an item hanging on the wall of his house in Belmont Road, Portswood, Southampton. The knobkerrie was a gift given to him by the author H. Rider Haggard who Captain Barrett had met in South Africa when he was a young man.

There is speculation that the knobkerrie was the original club of the great Zulu Umslopo-gaas, Haggard's character of fiction and, some say, a real person whom Haggard himself had met. Today that knobkerrie is in the collection

of an army Captain; he had been separated from his wife for several years, his wife being twenty years his junior. He had been living at 11 Belmont Road, a four



THE MURDER SCENE

bedroomed semi-detached house in a then respectable residential area of Southampton for about ten years. For the past five years John Gerrard Finn, a dock worker, had rented two rooms in the house. Captain Barrett employed a housekeeper, Mrs Mary Theresa

Tatum who had the use of a furnished flat in the premises, and who cooked and cleaned for Captain Barrett. Mrs Tatum started her employment with Captain Barrett in November 1958, and for the first couple of months, her husband Michael George Tatum and their baby were living together in the house. In December 1958,

Mr. Tatum got a job as a fitter with the Firestone Tyre Company in Southampton docks but the job only lasted three weeks as he was dismissed from his employment due to the

unsatisfactory references received. Just prior to him being dismissed, the Tatums argued over the proposed buying of a motor-car. Mrs Tatum thought about going back to her native Scotland and she mentioned this to Captain Barrett on Saturday 10th January 1959. Captain Barrett did not want to lose her services and decided to speak to Mr Tatum and ask him to leave the house. Mrs Tatum also left the house on Saturday 10th January and went to stay with her brother at 107 Mansel Road, Southampton,

returning to 11 Belmont Road the following Thursday 15th January. John Gerrard Finn worked shifts in the docks. On Thursday 15th January, he was working on a night shift and left the house at 7pm. When Finn left the house, Captain Barrett was in his sitting room watching television. Finn returned home the



THE MURDER WEAPON

of artefacts held by the Hampshire Constabulary History Society as a murder weapon.

On the morning of January 16th 1959, Captain Barrett was found lying on the floor in his bedroom gravely injured about the head. There was blood on the switch of a table lamp "as if a blood stained hand had been used to switch the light on". The knobkerrie was found by Southampton Police Detective Inspector Robert Masters under the bed. It was blood-stained at the head and on the shaft, and the shaft was broken and splintered. Captain Barrett was taken to the Royal South Hants Hospital where he died later that day. The knobkerrie which had hung with other trophies in the hall of the house had been used to kill him. Southampton Police at once started a murder investigation. Charles Frederick Barrett was a retired



following morning at 7.30am, entering the garden of the house by the back way by Westridge Road. Finn noticed that the conservatory door and window, and also the house door leading from the conservatory to the house, were open. This was most unusual. Finn entered the house and went into the passage when he heard a peculiar snoring noise. At first he thought Mr Tatum had returned. He went upstairs and noticed that Captain Barrett's bedroom door was wide open, and the light was on. He entered the bedroom and saw the Captain lying on his stomach on the floor, his head was covered in blood. Finn then called Mrs Tatum from her bedroom door. He then went and phoned the police.

Police Constable Bushrod arrived and found Captain Barrett seriously injured but still alive. He was eventually moved by ambulance to the Aldridge ward in the Royal South Hants Hospital. Detective Sergeant Harry Ancill and Detective Inspector Masters went to 11 Belmont Road and made a thorough examination of the house. There seemed to be no forced entry. The draws of a writing desk in the corner of a front ground floor room had been pulled out and a weapon was missing from a number of war trophies displayed in the hall of the house. The bedroom in which Captain Barrett had been lying was thoroughly examined. There was a very large pool of blood on the floor near the foot of the bed. There was also a quantity of blood on the bed clothing, bedside table and also smears of blood on the built-in wardrobe near the table. In addition, a china urine bottle was heavily blood-stained and partially broken, with one of the broken pieces on the bed, and another piece under the bed. Under the bed was a knobkerrie. There were no fingerprints found at the scene. The detectives interviewed Mrs Tatum and Mr Finn and then Detective Sergeant Ancill together with Detective Sergeant O'Sullivan started to look for Michael George Tatum. Captain Barrett died that afternoon and on Saturday 17th January, a post-mortem examination was carried out by Doctor Goodbody. The examination revealed three fractures of the skull on the right side. At 2.45pm on Friday 16th January, Michael Tatum was located in Tennyson Road, Southampton. He was taken to the Police Headquarters and found to have in his possession a wallet containing £7 and a purse containing two keys. One of these keys was the key for 11 Belmont Road.

Tatum tried to explain his movements saying that on the evening of 15th January, he'd been in the Royal Oak public house until about 9.45pm, he then went to another public house where he

met a man called Derek. When the pub closed, Tatum said that Derek took him to his house somewhere in the Swaythling district. When asked about the £7 which was in his wallet, Tatum said Derek for no reason at all had given him £8 when at the house. Tatum went on to tell the detectives that he thought Derek was "a queer" and that he (Tatum) had promised to go to Derek's house on the Sunday. The detectives then took Tatum in a police car to visit places he said that he had been the previous evening. First they went to the Royal Oak public house in Lodge Road. Outside the Royal Oak, Tatum sat in the police car while the detectives asked the licensee and his wife one at a time to see if they recognised Tatum. At first the licensee said that he had not seen Tatum in the bar the previous evening but the licensee's wife said that she had seen him.

She then changed her mind stating that she'd been confused when looking into the car. Tatum was then asked to show the detectives the public house in which he had met Derek. Tatum directed the detectives along Portswood Road to the Wagoner's Arms. At the Wagoner's Arms, both the licensee's wife and a customer who had been in the public bar the previous evening looked at Tatum in the police car and were both convinced that he had not been in the premises the previous evening. Tatum was then taken back to Police Headquarters where he changed his story saying that he had gone to Donald Russell's house at 96 Portswood Road after they had been drinking in public houses in the centre of the city. Tatum said he left Don's house at 12.30am and it was then that he met Derek who was by his motor-car. Tatum insisted he had been to Derek's house. The police went to see Donald Russell and Trevor Toghill and they confirmed they had been out drinking with Tatum the previous evening. Tatum had in fact borrowed some money from Donald Russell.

They said that Tatum left Don's house at 11.40pm. Donald Russell then said that at 10.30am the following morning (16th January) Tatum had come to his house and refunded the money that he had borrowed, stating that he had been paid. Tatum was kept in Police Headquarters that night and throughout the following day. Tatum changed his story a number of times and eventually admitted to being in Captain Barrett's house when the fatal assault took place. However Tatum claimed an associate committed the assault. No other evidence of any other person being involved was found in the assault and Tatum was charged with the murder.



Tatum's address was given as 36 Cambridge Road. Southampton. He was found guilty at the



Hampshire Assizes in Winchester and sentenced to death. His appeal to the Court of Criminal Appeal was dismissed in April 1959 and he was executed at Winchester Prison. Tatum was one of the last persons to be hanged at the Gaol. The last criminal hanged at Winchester was Dennis John Whitty in 1963.

ROD ELWOOD POLICE PRINTS

I keep a large stock of police oriented prints, pictures and other ephemera. I have many antiquarian originals that cover most aspects of policing. These include the subject matter of Courts,

Prisons, Magistrates, CID, Dogs, Mounted Police, Women Police, Transport, cartoons, Vanity Fair etc. I have also acquired a good selection of miscellaneous pictures that include photographs of almost all the original London Police Stations

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The AA versus Surrey Constabulary: The advent of the Motor Car and speed- ing in Surrey 1900-1910 **Luke Franklin** **Archives Officer Surrey Police**

It seems that a day does not go by without hearing a complaint from the motorist about the 'tyrannical' regime of speed enforcement on the roads of the UK. The arrival of speed (or safety) cameras over the last 10 years has greatly increased the ability of the Police to detect the speeding offences of the British Motorist, despite the numerous signs warning of a 'safety' camera ahead. The older motorist would hark back to a time when freedom ruled the roads. However, historical records strongly indicate that this is not the case. Since the advent of the motor car during the early 20th Century speed enforcement on the road met with uproar from the motorist and battles on the road and in the press between the motorist and the local constabulary. In the midst of this struggle, the Automobile Association (AA) was formed to fight on behalf of the growing motorist gang. For the first time the Constabularies of the UK would have to enforce the law against the upper classes and their new love of the motor car.

The Origin of Policing

The formation of uniform police during the early to mid 19th Century was largely the result of a growing urban working class and an increasingly fearful middle and upper class, alarmed at the apparent rise of crime and disorder. Despite initial unwillingness to fund a new and expensive constabulary, local boroughs saw the need to set up a police force to combat what they saw as growing unrest amongst the urban poor that seemed to manifest itself in the form of the chartist movement and increasing attacks against property. The reaction of the working classes to the new police force was hostile since the duties of the new force was limited to dealing with petty offences such as drunkenness, theft and fighting-crimes mostly committed by working people. Many amongst the working classes objected to police tactics during marches and demonstrations, especially chartist marches that often led to rioting. In contrast it was unusual that a member of the upper class would ever encounter the police.

The beginnings of motoring legislation

During the 19th century the upper class elite had legislated to control much of the leisure activities of the working classes, leaving its own, similar pursuits alone: the obvious examples being the prohibition of cruel sports involving animals, except fox-hunting, beagling and shooting, and the prohibition of street betting and gaming while similar behaviour, in more genteel surroundings or on the race course, was permitted. However, concern about excess speeding by affluent motorists began to fill the correspondence columns of *The Times*, reaching parliament by the early 20th century, forcing anti-motorist legislation to be passed. This was the Motor Car Act 1903 which set a speed limit of 20 miles an hour.

The Automobile Association

According to Hugh Barty-King in his History of the AA, "police trapping had grown to such proportions by the time of 20th century broke the motoring fraternity regarded themselves as the victims of organised persecution". It was in Surrey along the Ripley road between Guildford and Ripley that Police



trapping became notorious among motoring circles. This led to Charles Jarrott, director of the English office of the French motoring firm, Panhard and Levassor, to persuade his firm to fund cyclists to patrol the road and warn motorists exceeding the speed limit and thus avoid police action. Along with the passing of the 1903 Act, the formation of such patrols would directly lead to the creation of the Automobile Association (AA) in 1905. From its beginnings the AA had high ambitions for itself and its motoring members. Creation of a legal department to protect members' interests was mooted. However, it was the AA's insistence on protecting the motorist from the law that led the new association to clash with one particular police force surrounding London, namely Surrey Constabulary. The Constabulary of Surrey was eventually formed in 1851 despite the appointment of a committee to look into its creation during 1840. This delay was probably partly due to arguments among Surrey's dignitaries about who should pay and how much, a common theme in the formation of various county forces throughout England in the mid 19th century. By the time Surrey's second Chief Constable took up his position in 1899, motorists were starting to become a problem in Surrey, owing to its open roads and close proximity to London, although cyclists were already long established as the main menace. Surrey's second Chief Constable was Captain. Mowbray Sant formerly of Northumberland Fusiliers and Chief Constable of Northumberland Constabulary.



**CAPTAIN
SANT**

**MOWBRAY
Chief Constable of**

Surrey 1899-1930

Captain Sant was traditional in his outlook and had little sympathy for modern development, especially the motor car. He was often heard to say that the greatest curse of modern civilisation was the invention of the internal-combustion engine. He strongly opposed road widening, saying that the straightening of sharp corners would only encourage motorists to drive faster and increase road accidents. Sant once said that the narrow roads of Surrey should remain, as that would force motorists to drive slowly for fear of breaking their own necks. Captain. Sant wanted strict enforcement of the law on motorists and was consequently under attack from the public and the press.

The Clash in the Press

It was inevitable that a clash between the motorist and Captain Sant should come quickly. Sant's general order 451 read: *"Having given cyclists and motor-car drivers due notice, I am now anxious to take such steps as may be practicable to put an end to the nuisance and danger caused by reckless riders and drivers and show them that the warning were not idle ones"*

The first speed check on motor cars was not performed until June 1905 but Sant's attitude to the motorist had been long criticised. An article from the Daily Mail entitled "Motorphobia" was one of the first in the national press to

attack Surrey's Chief Constable's attitude to the motor car: *"I will stop them at any cost, is reported to be the expressed sentiment of Captain Sant . . . referring to the automobilists who love to make a refreshing breeze for themselves on the glorious Surrey roads*

when no one is in the way"

The article went on to say that:

"Automobilists are becoming very indignant, because they say the police are not playing the game in a sportsmanlike way".

It was often the case that the national press attacked Captain Sant, whilst the local press defended him. The Daily Telegraph went as far as to question the motives of Captain Sant in setting speed traps. The Telegraph lamented that when motorists:

"Invariably and spontaneously show consideration no policeman is ever visible, but whenever their judgements tell them that they can put on a little extra pace the Surrey Policeman is probably lurking in ambush. The question that is now being asked is whether Captain Sant's fifty-guinea uniform has been paid for or not".

but the local newspaper, The Surrey Advertiser defended their local constabulary on 1st June 1901 saying

"We do not believe that the members of Surrey Constabulary have an animus against cyclists or motorists".

When the magazine "The Cyclists" complained that

"On the occasion of a recent trip of the Automobile Club to Guildford the road was picketed about every half-mile with constables, some of them hidden in ditches, with a man in plain clothes on the bank to watch",

The Advertiser's reply was that this

"was complete rubbish adding "we know on the occasion of the Club's Easter tour the police was particularly forbearing, and anxious that there should be no unpleasant sequels in the police court".

The Surrey local press often took this line, mainly as a result of the many complaints made by Surrey residents about disruption caused by motoring through their towns and villages. A poem published in the satirical magazine Punch aptly describes much of these complaints:

*I have never clung to a motor car
Or crouched on a motor bike;
Worry and scurry, clank and jar
I cordially dislike
I do not care for grimy hair,
For engine that explodes,
But if one and all I've the put and call,
-For I live on the Ripley road.*

*I drank the country breeze at first,
Unsoiled by fetid fumes,
But now I'm cursed with a constant thirst
That parches and consumes.
I am choked and hit with smoke and grit
When I venture from my abode,
My pets are maimed and my eyes inflamed,
For I live on the Ripley Road.*

*I pass my days in a yellow fog,
My nights in a yellow dream
Haunted by handlebar, clutch and cog
And eyes that goggle and gleam,
I am not robust, but I dine on dust
Gratuitously bestowed
And for two pence I'll sell my house in the dell
By the side of the Ripley Road.*

The beginning and end of hostilities

The event that really made a clash on the roads inevitable was the decision of the AA to appoint scouts on cycles to look for police speed traps and warn members of their presence. A police speed trap was during the early 20th century was a simple operation. A plain clothes policeman would stand at the end of a straight piece of road at the beginning of a pre-measured length. When a car approached the first policeman would signal to a



second policeman at the end of the measured length, who then set a stop watch going and stopped the clock when the car passed. If the clock had stopped before it had reached a certain point on the dial the officer knew the vehicle was speeding.

The second officer would signal to a third and uniformed officer, further down the road to stop the offending motorist.

The motorist often did not appreciate the unsportsmanlike tactics of the Surrey Constabulary. The head of the AA Stenson Cooke regularly received letters from members complaining of police traps along the Portsmouth Road between Kingston and Hindhead, asking what it was going to do about it.

The 1st October 1905 saw the AA take the decision to deploy scouts along the Portsmouth Road. Friction between the AA scouts and Surrey Policeman should hardly come as a surprise, however Captain Sant felt that this should not be the case and that the Scouts where disobeying their own instructions when warning members of police traps. The Surrey Chief wrote various letters to the head of the AA, Stenson Cooke complaining about the deployment of scouts. Even the Permanent Under Secretary at the Home Office, Edward Troup was infuriated. He liked the AA's use of scouts to "an association of burglars employing scouts to warn them which houses are and which houses are not watched by the police. The first clash took place at Witley where the AA scout William Henry Mason claimed Surrey Sergeant Baker assaulted him. Mason's solicitor demanded an apology from the Sergeant to end the hostility shown towards the AA scouts. He added that you only had to sit in the courtroom to see the friction between members of the Police Force and the unfortunate people who happened to drive a motor car. However, it was revealed in court that Mason had been previously reported for interfering with police traps and that the assault merely consisted of Sergeant Baker grabbing Mason's badge. The case was dismissed and described as a miserable, petty and spiteful charge by the defending solicitor. Clashes continued to occur between the AA Scouts and Surrey Constabulary, with the AA scouts frequently coming off the worse. In the courts the whole affair peaked with the case of Betts v Stevens (1909). This was an appeal against the conviction of an AA scout called Fred Betts of unlawfully obstructing Surrey Constable Christopher Charles Pike during a speed trap on Rodborough Hill, Witley. During this incident Pike had to move his speed trap three times, as Betts repeatedly stood ahead of the police trap, warning AA members only of the trap ahead. The case looked promising for the AA initially, as it was revealed that the Lord Chief Justice (Lord Alverstone) was a member of the AA as was one of the other of the three justices. In addition, the counsel for the police did not object to this blatant conflict of interest. Despite this, Bett's original obstruction was far too obvious to ignore or dismiss. The appeal was then consequently dismissed. However, the AA's Stenson Cooke would not be cowed by something as trivial as the law:

"We naturally regret the decision, but we are not in the least dismayed. On the contrary, we shall fight on, if anything harder than ever... I may say we have no intention of withdrawing our patrol organisation, or of altering the policy which has made the association so popular".

The Aftermath

Tensions eased after this case and by the 1950's no conflict of interest existed between the two bodies, according to Surrey Superintendent A.J. Durrant. Unfortunately, Durrant does not explain how this occurred in his work *A Hundred Years of the Surrey Constabulary 1851-1951*. The decrease in tension was probably the product of the growth of motorcar ownership and

acceptance of the motor car within society at large.

The introduction of the Road Fund during the 1909 budget that specifically paid for the tarring of the roads and thus creating less dust probably helped. Chief Constables whom themselves started to own motor cars, began to see motoring and speeding as a problem to be managed rather than opposed, the AA should be consulted rather than confronted. The leadership of the AA did much to influence this view by mounting an elaborate propaganda programme directed at the police. All Chief Constables were sent a copy of a pamphlet containing several explanations on why speed limits would damage the motor industry, and then separate appendices on the relative stopping distance of the motor car and the horse. The AA also called upon its members to use their economic power and boycott Surrey during the summer and warned Surrey estate agents that there would be less demand for Surrey's properties if the county remained unwelcoming to motorists. The economic power of the motoring lobby had finally taken its toll and Surrey Constabulary, after the departure of Captain Sant, took a friendlier line towards the affluent motorist.

Today

Police speed traps in the 21st century are no more accepted by the motoring public than they were during the early part of the 19th century. The difference today is that the motoring public is now in the clear majority, as opposed to the rich minority of the 1900's. As motoring grew throughout the 20th century and speed cameras emerged as the police's favoured tool of capture, the constabularies of England and Wales had to accept publication of speed camera locations by the AA and other motoring bodies. The Police now even have to place signposts warning motorists of speed cameras ahead and paint them in a visible yellow. What would Captain Sant have thought of that?

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