THE ‘STEEL’ BAKERS OF ROTHERHAM



John Baker of Rotherham

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BEING A BRIEF HISTORY
OF THE BAKER FAMILY
AND THE BUSINESS OF
JOHN BAKER & BESSEMER LTD.

Compiled by
HENRY BAKER
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The above title of these few notes of our family history may savour of arrogance to those members of the family who are unaware of its derivation. It is sufficient to say that it is a description used by one of the London newspapers at the time of the arbitrary change of ownership of our family concern on the Nationalisation of the Steel Industry in 1951. In these notes, which are for private circulation amongst our family only, I can confess to a certain measure of pride, which no doubt others will share also, at this appellation with which the press thought apt to describe a family in general which for so many years has been connected with the steel industry in the Rotherham area.

For some years prior to his death at the age of eighty-seven in 1956 I had endeavoured to persuade my father, John William Baker, to write something about the earlier history of our family, for he knew more of it than anyone then living. But, though promised, it was never accomplished. The older he became the less inclined he was to make the small effort involved. It is the thought that one day I may feel the same, coupled with the several requests I have had to undertake it and the fact that the family tree is sprouting ever more branches, which encourages me to try and put pen to paper now, rather than wait until my retirement when I may have time, but not the inclination, to browse amongst the baptismal, marriage and burial records of the churches of Nottingham and district, particularly St. Mathew's Church, where it is believed more information may lie.

Present records do not go back very far; of prior to the early 1800's little seems to be known. In 1812 William Baker was a boot and shoe maker in the then village of Radford on the

northern outskirts of Nottingham. By this it is not meant that he was merely a repairer in the present sense, but an actual manufacturer. In those days there were no large factories as we know them to-day for the production of boots and shoes - they were all hand-made by local craftsmen in each community.

That this William Baker must have been a man of some substance, employing quite a few craftsmen, is evidenced by the fact that I have a copper penny token issued by him and bearing his name and the date 1812. These tokens were issued to workmen as wages by their employers to overcome the difficulty which had been experienced over many years of the state failing to issue adequate quantities of copper coinage. This shortage became acute during the Napoleonic Wars due to the high price of copper. The issue of tokens became illegal in 1817 when many issuers failed to redeem them from the Bank of England where large quantities had collected.



Penny Token of William Baker, 1812

William Baker had two sons; the elder, George, became the first Midland Railway Goods Agent when this line was constructed through the town of Nottingham. George had three daughters; the eldest, Anne, married a cabinet maker named Waudby in whose house in Nottingham I stayed as a child and whose craftsman's tools are now in the possession of David, youngest

son of R. G. Baker, having been bequeathed to my father and in turn to me.

George's second daughter became a missionary and was for over sixty years in Georgetown, British Guiana, where she died during the first World War. Her lifelong work of devotion in that Colony was a story of work well done. Hardship and endurance was her lot in life but she was literally loved by thousands of her past pupils. As boys, my brother and I periodically looked forward to receiving specimens of various insects, spiders, butterflies and even baby crocodiles; all beautifully preserved and mounted by the natives. My brother tells me that he can vividly recall the tremendous impression he received when seeing a photograph of "Aunt Bet," as she was known to us, sitting in state surrounded by fifty or more coloured children belonging to her native Sunday School. In her eighties, she was still doing her good work until called to her Rest.

George Baker's third child, Mary Anne, was my grandmother. How this arose will be described later. William's second son was John, whom, to prevent confusion, I shall call John (1). He does not appear to have prospered as well as his elder brother George, the railway goods agent, for he is described as a framesmith. A framesmith is one who has to do with lace-making machines or frames, whether as a repairer, mechanic or maker I do not know for certain, but I believe he was no more than an artisan.

In 1956 I visited Old Radford, finding it only with difficulty, for what was then a country village has now been swallowed for many years in the expanding city of Nottingham. There in the shadow of the great Player's tobacco factory, whose huge brick buildings completely dwarfed it, I found the old thirteenth century typical stone-built village church. A wedding was in progress and afterwards I waylaid the Vicar and, after convincing him that I was not a Mormon for which he at first took me (which sect

he said were a nuisance to him as they only wished to know if their ancestors had been baptized and if not then their priests, even though those concerned were deceased, could rectify the omission) I gained access to the Church Records. These were kept in a large safe. The baptismal, marriage and burial registers were contained in many volumes of identically leather-bound books going back to 1620 and quite complete since - a remarkable achievement.

I asked for the register of baptisms during 1843 and under the date of February 26th, 1843, as though it had been written only yesterday, was a note that John (2), son of John Baker, framesmith, and Harriet, his wife, had then been christened by the Rev. S. Cresswell, vicar. I asked for earlier marriage records to try and find if perchance John (1) and Harriet were married in Old Radford, but could find nothing, which was not surprising as probably Harriet was from another town and John (1)'s wedding would have been at her church. I tried to find the record of the earlier William's marriage, but it was unlikely that this, for the same reason, would have taken place at Old Radford Church. A more fruitful effort would probably have been to search for William's birth either at St. Mathew's or Nottingham Parish Church, but the Vicar's time pressed. I have his permission to spend a whole day there browsing sometime.

So we come to 1843 and John (2)'s birth. He was John (1)'s and Harriet's second child and was born on January 7th, 1843. They had an elder son, Thomas, who was later to work as a foreman for his more successful younger brother. Later John (1) and Harriet had a daughter called Lydia who married a prosperous farmer named Stainthorpe and is thereafter outside this story.

John (2) must have been a remarkable man and can truly be described as the founder of the family fortunes. His obituary notice in a Rotherham newspaper stated that "from the very

humblest of beginnings and entirely through his own indomitable perseverance he has risen until at his death he was the head of one of the most important firms in the district." How true this was; for after the very meagre education obtainable by those in his position at that time he left school in 1855 at the age of 12 and soon after was indentured by his father as an apprentice in the locomotive department of Messrs. Sharpe, Stewart & Co., Gorton, near Manchester. He was ambitious and determined to get on in the world and by means of night schools and self instruction over many years he fitted himself to undertake greater duties and to occupy larger and more important spheres. From his apprenticeship onwards, his was a steady record of progress and achievement. On the expiration of his apprenticeship in 1863 his outstanding capability was early recognised and he obtained a foreman's job at Messrs. Thomas Astbury at Manchester.

He stayed there five years and during this time no doubt visited his home at Nottingham on many occasions, during one of which he married on December 26th, 1864, at St. Mathew's Church, Nottingham, his first cousin, Mary Anne Baker, born May 1st, 1843, daughter of his Uncle George, the Railway Goods Agent at Nottingham. Their first child, a daughter called Lydia Ann (after her aunt, Mrs. Stainthorpe), was born in 1866. Two years later John Baker decided on another move and at the age of 25 he went to the North of England Carriage and Wagon Works, Preston, as general manager. This was at a time when, following the introduction of railways in this country in the 30's and 40's and their ensuing success, an enormous railway building programme was going on throughout the world. England got the orders for most of the material required for this work - the rolling stock and rails. No doubt it was at the Carriage and Wagon Works that John Baker foresaw the possibilities in this trade which were open to a young man of his ability and of which he was later to take such advantage.

In 1868 the writer's father, John William Baker, was born at Preston. Tragedy soon came to this small family of four. Shortly before the birth of the son both mother and daughter contracted measles - a most virulent disease at that time compared with its modern milder form. The mother died two days after my father was born and his sister shortly after. John Baker had to bring the bodies of his wife and his first born by train to Nottingham together with his living infant son. Wife and daughter were buried together in Nottingham General Cemetery and John William was placed in the care of his aunt, Mrs. Anne Waudby, at Nottingham for the next six years. She was a good and kindly soul and lived to a great age. "Granny Waudby," as she was known to my brother and me, was held in high regard by us all.

Such a tragedy would have broken a lesser man, but John Baker went back to Preston alone and applied himself to his work for another year. He then determined to learn more about the making of railway wheels and axles and took a lesser job as manager at Messrs. T. Parker, Mersey & Co., Wheel Works, Derby. But only for a short time for in 1870 he came to Rotherham for the first time as manager at Owen's Patent Wheel, Carriage and Axle Company, Phoenix Steel and Ironworks, Northfield. Here he stayed four years and on leaving his services were so appreciated that the "foreman, workmen and friends" presented him with an inscribed silver tea and coffee service, which is now in my possession. In these four years he learnt the trade and felt confident to start in business on his own. However, he had little capital at the age of thirty-one, but, no doubt by living as a single man and exercising self-denial, he had managed to scrape together three hundred pounds. He looked around for other sources of capital and approached his Uncle George, the father of his first wife, who must have had much confidence in his nephew's ability for he lent to him eight hundred pounds, quite a large sum in those days. He found a partner in Thomas

Burnett, who put up a further amount of capital, and together as Baker & Burnett in 1874 they commenced business as railway wheel and axle makers at Conisborough. (The site of the works down near the River Don at Burcroft and some of the buildings still remain, being occupied by Messrs. Ridley's Woodworking Company's joinery works).



Original letterhead, 1874, reproduced from original engraving

He must have felt very confident of success for just before this he married his second wife, Miss Ellen Gouldthorpe, who was to bear him in the ensuing years the large family of seven sons and three daughters. They took a sizeable semi-detached house on the main Doncaster to Sheffield road at the fork at its junction with Ellsworth Road on the hill leading out of Conisborough towards Rotherham. The house still exists as a transport cafe. My father, John William Baker, joined them there in 1876 at the age of eight from Nottingham. Henry, the first son of the second

marriage, was born in 1874, George in 1878 and Edward in 1881. Life in those stern Victorian times was hard. My father used to recall that one of his daily chores as a boy was to draw and carry buckets of water from the well on the main road side nearer Conisborough. At that time there was no piped water supply and lighting was by paraffin lamps.

His first week's wage as an apprentice engineer was the handsome sum of half a crown. This he always kept as a souvenir in a Victorian money box in the form of a red pillar box and, as children, we were sometimes allowed to see the half crown inside.

As a young apprentice he was one day assisting in the assembly of a machine. It was a bitterly cold day and the frost was so intense that the steel nuts he had to hold were sticking to his fingers. At that moment his father happened to pass by, so almost with tears in his eyes my father complained that he ought not to be doing such rough work. "You're no different from any of the other men, lad," was the gruff retort from John Baker. Urgent repair work sometimes necessitated working through the night and my father used to say that he often had to snatch a mere hour or so's sleep on an office table, using his overcoat for a pillow. As dawn broke, breakfast consisted of bacon and egg fried on a shovel. There was no standing on ceremony in those days - a breakdown had to be put right without a second's delay.

I described Baker & Burnett as makers of railway wheels and axles, but this is only true in part because in fact they were at first only assemblers. There were many small firms in this trade at this time which, for the reasons given, was extremely profitable. It seemed that all could make a more than comfortable living. They bought their forgings - tyres, wheels and axles - from the great forges of Sheffield and elsewhere, they bored the tyres, machined the wheels and shrank the tyres on the wheels. They bored the wheels and machined the axles and pressed the one

on to the other. Little capital equipment as we know it today was required. The trade rapidly outgrew the capacity of the available buildings and ten years later in 1884 John Baker decided on a move to Rotherham where he bought premises in what is termed the New York district of Masborough, called Brinsworth Works, because though distant from Brinsworth village it was in that parish. Here there had been an iron foundry and a small business making railway points and crossings, which was continued in production for a few years only. Some machinery was moved from Conisborough and the business added a further development when the manufacture of what are known as hot spoke or welded wrought iron wheel centres was begun and cold spoke wheel centres having wrought iron spokes cast into a cast iron hub or boss. In the days before electric motive power, the power units for driving the lathes in the machine shops at Brinsworth consisted of two enormous steam engines; one a horizontal and the other a vertical engine, and steam for these was generated by a couple of Lancashire boilers, situated just inside the entrance to the works.

As a treat, my brother and I were sometimes taken inside the engine room of the horizontal engine to watch the massive piston rod slide to and fro.

When starting the Brinsworth Works John Baker was living in a large house, Florenceville, in Park Field Road, Rotherham, overlooking the Clifton Park. An increasing family, however, compelled removal successively to Strafford Villa opposite the Vicarage in Moorgate, Rotherham, now used as an annexe to the Moorgate General Hospital, and finally to Oakwood Grange which had been built half a century earlier by James Yates, who had been brought up with the famous Rotherham Ironmasters, Samuel Walker & Company, in which his father William was one of the partners.



Oakwood Grange, Rotherham

The business at the Brinsworth Works prospered greatly and John Baker travelled extensively abroad to obtain orders for the firm, leaving the Works to the management of his eldest son during his absences. He had always been fond of fishing, in which he was able to indulge more extensively in his travels in Scandinavia where he could combine business with pleasure. Another interest was shooting and there is little doubt that the pursuit of both these sports provided an early introduction to their enjoyment by his sons which has persisted through succeeding generations.

In the 1890's, following its development by George Owen, of Owen & Dyson Ltd., manufacture of the wrought cold spoke wheel centre was introduced. In this, pieces of rolled flat iron were each bent into a roughly triangular form having one side bent to form the circumference of the wheel. Eight of these triangles were clamped in a press in dies and a lump of wrought iron at welding heat was forced into the centre to grip the radial spokes and form the boss of the wheel. The eight small gaps around the rim were subsequently welded in a coke fire individually by what was termed a glutting process, which was invented by John Baker.

The firm still prospered, but John Baker foresaw that sooner or later the forgers who made the tyres and axles would themselves start assembling and eventually squeeze the little people out of the trade, so he decided to put down his own steel making plant and forges for tyres, wheels and axles. There was a suitable site at Kilnhurst, near Rotherham, which earlier in the century had been used by John Brown & Co. Ltd., of Sheffield, for puddling furnaces for the manufacture of wrought iron and earlier than that, in the mid eighteenth century on the making of the Sheffield and South Yorkshire Navigation Canal, a wharf had been built and the Swinton Ironworks, a foundry, was established. For a steel works it was in many respects ideal. It had access to both the Midland and Great Central lines, then of



Brinsworth Iron and Wheel Works, 1895

Front row, seventh from right, John Baker; third from right, George Baker, aged 17



The Baker Family. Oakwood Grange, Rotherham

George (Dick) *Martha (Tut)* *Edward (Ted)* *Ellen (Nell)*

Henry (Harry) *Mary (Sis)* *John and Martha Ellen Baker* *John*

Sidney (Tinny) *Geoffrey (Geoff)* *Arthur (Bob)* *Stanley (Jim)*

course in keen competition for traffic, and the canal. This canal was at first used for bringing in coal to the works from local collieries. This was unloaded by men carrying it in baskets at a rate of 6d. a ton! Water for the various processes, which in steel making and forging is required in large quantities, was present in abundance on the site - perhaps too much, for the works is built on a marsh and rests on filled ground from the waste products of the puddling furnaces. Subsequent colliery subsidence has made the natural water table only five feet below the steel works level. There were some buildings there which had been largely wrecked by the great gale of Christmas Day, 1902, and also two 130 ft. substantial brick chimneys which are still in use and around which the present works may be said to have been built.

In 1903 John bought this site and decided to install the very latest machinery. At that time German engineering firms had achieved a reputation for advanced design of heavy steelworks plant. A 1,500 ton forging press and a disc wheel mill (the first to be erected in England) were ordered from Haniel and Lueg, of Dusseldorf, and a tyre finishing mill from Breuer & Schumacher, of the same city. In 1904 he set about clearing the site of old buildings and it was while doing this one cold March day that he contracted a chill which quickly developed into pneumonia and he died three days later on March 10th, 1904, at the comparatively early age of 61. So ended the life of John Baker to whom generations of Bakers must hold in the highest regard, for had it not been for his tenacity of purpose in the face of countless odds, many of his descendants now living might not have been in the position in life in which they find themselves to-day.

Although he was a great industrialist, he was rather different from many of his contemporaries of that era who lived chiefly for their work alone and the power it brought them. John Baker loved the beautiful things of life as well as the mundane and he must have exercised unceasing skill as a collector of valuable

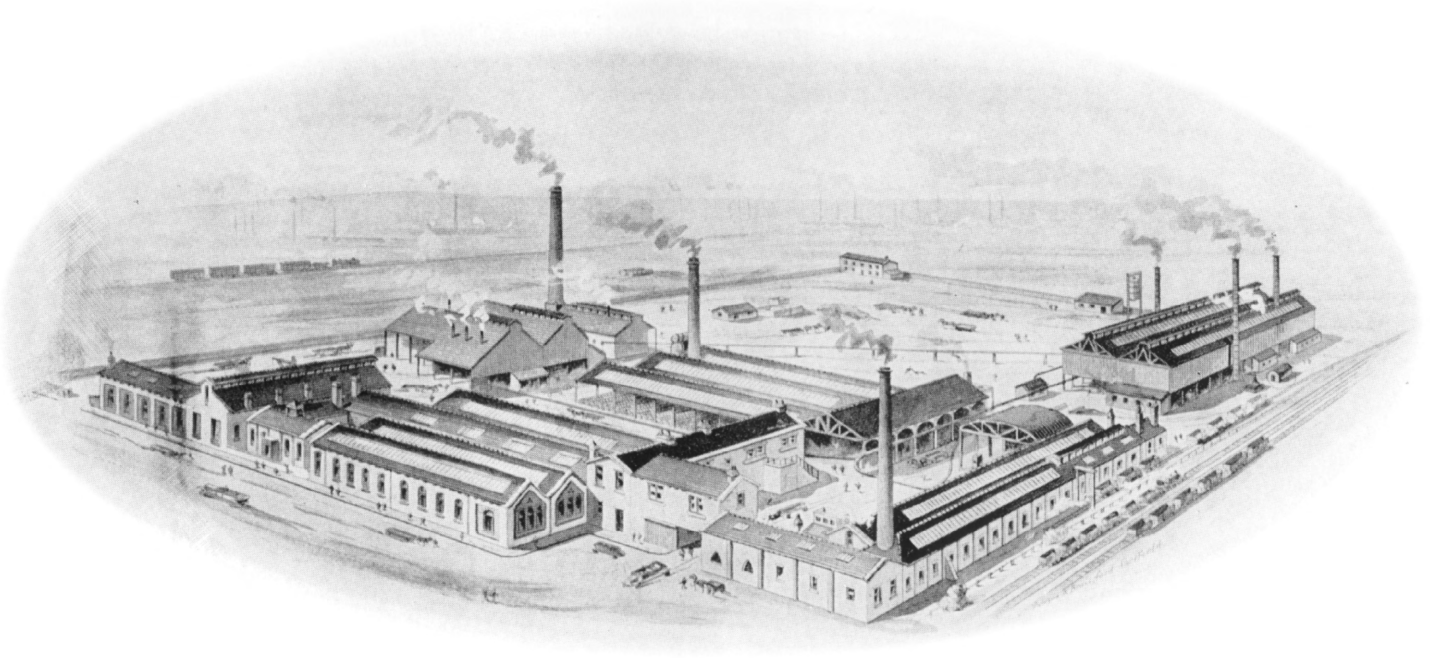
objects of art. His collection of valuable china, pictures and antique furniture, obtained from many parts of Europe, was dispersed by auction at Oakwood Grange on his widow's death in 1922. The quality of almost every lot in the sale was superb and some of the items were re-purchased by members of the family in whose hands they still remain to-day.

The business was thus left suddenly in the hands of his four eldest sons, John William, Henry Gouldthorpe, George and Edward, all then very young men and somewhat inexperienced in business for their father had kept matters very much to himself, particularly on the commercial side. It was decided that John William should deal with the commercial side from Brinsworth Works. As the eldest son, his was a particularly responsible position; some of the junior members of the family were even still at boarding school and because his father had kept him entirely on the works management side, the absence of commercial training made his burden very heavy at the start. Orders were not always easily come by and my father could recall many disappointments and fruitless journeys to London in search of orders from overseas agents. His next younger brother Henry (or Harry) became Works Manager and George and Edward went to Kilnhurst and were there to put down the steel making and forging plant which was expected to arrive shortly from Germany. It is difficult after the lapse of time to appreciate the magnitude of this task for plans for layouts seem to have existed only in their father's head and these two young men had literally to start from scratch. However, by dint of hard work by all concerned, and not least by a most competent but modest sized staff which George Baker gathered around him, the first steel was made and the first tyre rolled towards the end of 1905. A new technique had to be learned and experienced gained by all concerned. A reputation for a quality product was quickly gained and by 1910 the firm was ready for further expansion into the different, but related,

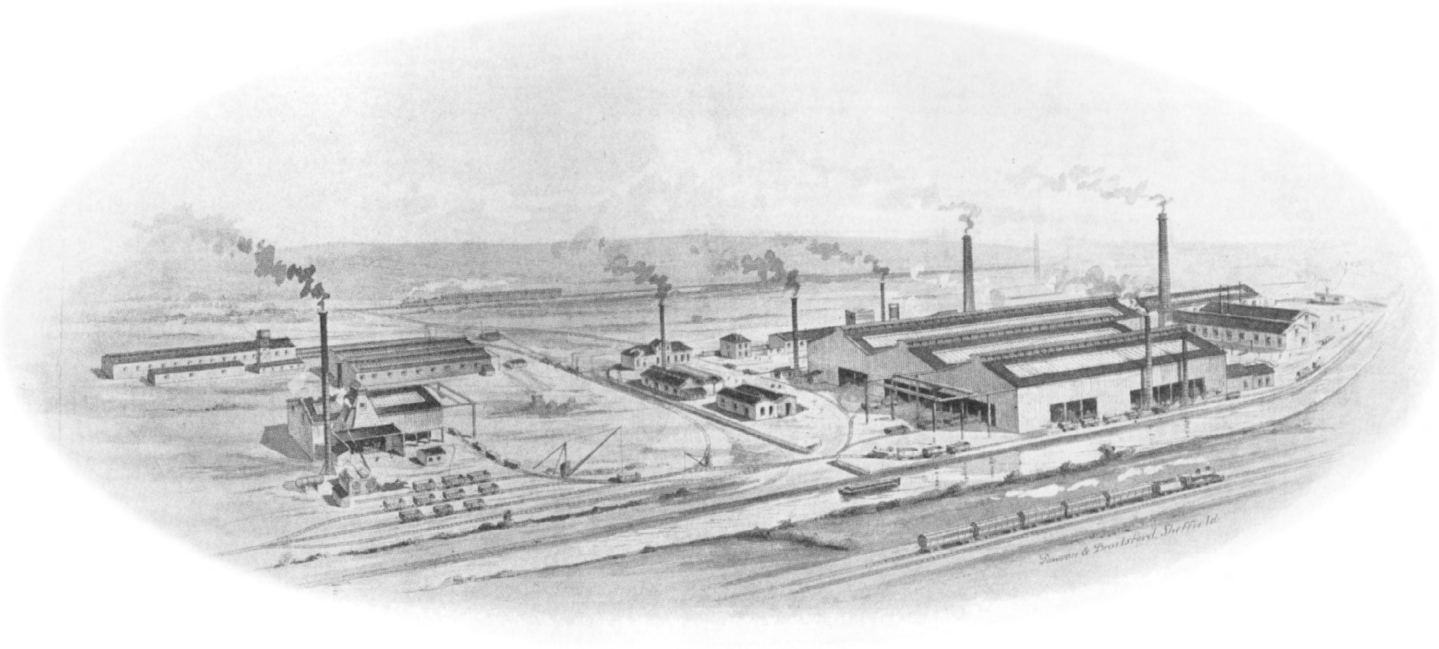
field of railway wagon building. The task of putting down a forge for producing the ironwork for wagons and a woodworking shop was entrusted to Harry Baker. He made an excellent job of it and the first wagon was built and sold in 1912. This nearly had disastrous and unforeseen consequences for the firm. Firstly trade was poor and the demand for wagons low and secondly, and more seriously, the people who had been good customers of the firm for the forged products of tyres and axles, the other wagon builders, decided that they were not going to help a new competitor in their field and so took their custom elsewhere. So serious were matters that a most important decision had to be made - whether or not to give up wagon building, to shut down the three year old wagon building plant and lose most of the capital expenditure on it or to endeavour to stick it out and in consequence lose a large part of the work in loose tyres and axles. Here a serious difference of opinion arose between the brothers. It was decided in 1913 to stop building wagons and Harry, who had devoted such energy to this job, left the business never to return.

After this lapse of time it would be interesting to speculate what the position would have been over the years had this venture proved as successful as the other departments. I can well recall the lay-out of the new wagon shop which consisted of a length of railway track with platforms on each side from which the wagon bodies were to be built and assembled. In fact it was a precursor of the modern assembly line as we know it to-day.

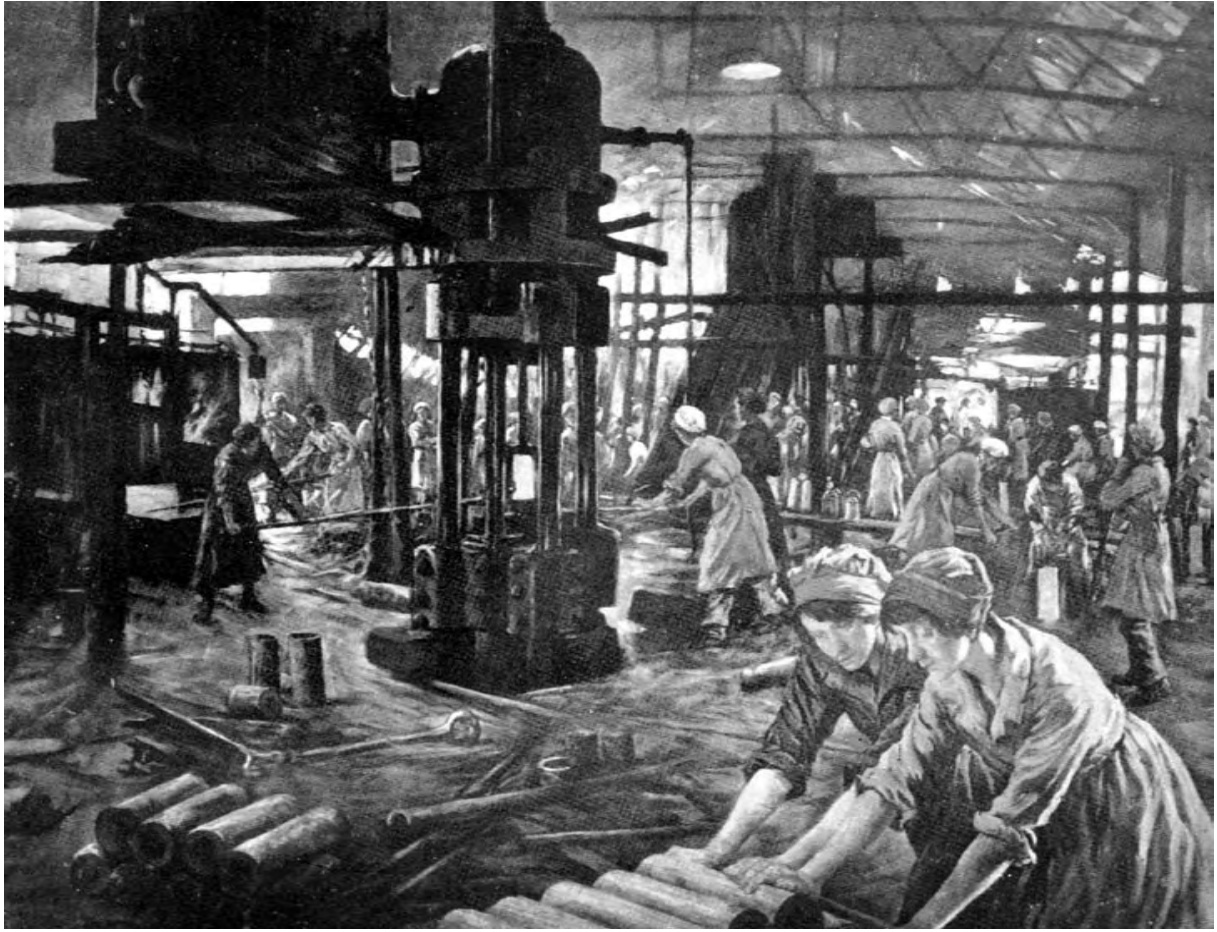
One year later came the Great War. Business languished until 1915 when the great call came for shells for the Western Front. Matters were desperate there, the guns were rationed and something had to be done urgently. George Baker adapted all the hydraulic presses on the works to the job of shell making and scoured the country for more, buying even linseed oil cattle cake presses and altering them to make shells. More men were called up and an acute shortage of labour developed which was



Brinsworth Iron and Wheels Works, 1915



Kilnhurst Steel Works, 1915



Making 4.5" Shells, 1917 (by Stanhope Forbes R.A.)

solved by the employment of women on tasks for which for over a century women had been thought quite unsuited. At weekends scratch forging teams of local worthies were got together and "did their bit" at shell forging. The Government of the day recognised the vital part the Baker family was playing in the war effort. John William was given the Honour of becoming an Officer of the Order of the British Empire, a new Order instigated in 1917, and he was amongst the first batch of recipients to receive his insignia from His Majesty King George V.

My brother treasures a personal letter of congratulations and thanks, written to my father from the then Minister of Munitions, a certain Mr. Winston S. Churchill, and signed by his own hand.

The same Honour was bestowed on George a few months later. I am proud to record that George's eldest son John was made, in later years, a Member, and his second son Richard, a Commander of this same Order, both for distinguished services in other industries. At this stage also, record must be made of the heroism of the third son, Dr. Mark Gregory Baker, who, in endeavouring to save the lives of others, lost his own in an accident at the bottom of a farm well near Ashby de-la-Zouch in 1956. His gallantry was recognised by the posthumous award of the Albert Medal.

And so the Great War drew to a close and the firm made its six millionth shell.

Immediately thereafter a burst of good trade was expected and the plant was reconverted to its old use. George Baker quickly realised that the days of low paid labour were over and all possible steps must be taken to minimise its use by mechanisation. Manhandling was eliminated on the press and mills in the tyre forge and a new tyre roughing mill was built to George Baker's design.

At this stage, new capital became a pressing problem. Post-war inflation brought with it many difficulties and it became necessary to convert what had been up to this time a private limited company into a public concern. The outcome was the addition of new capital and the change of name to John Baker & Co. (Rotherham) 1920 Ltd.

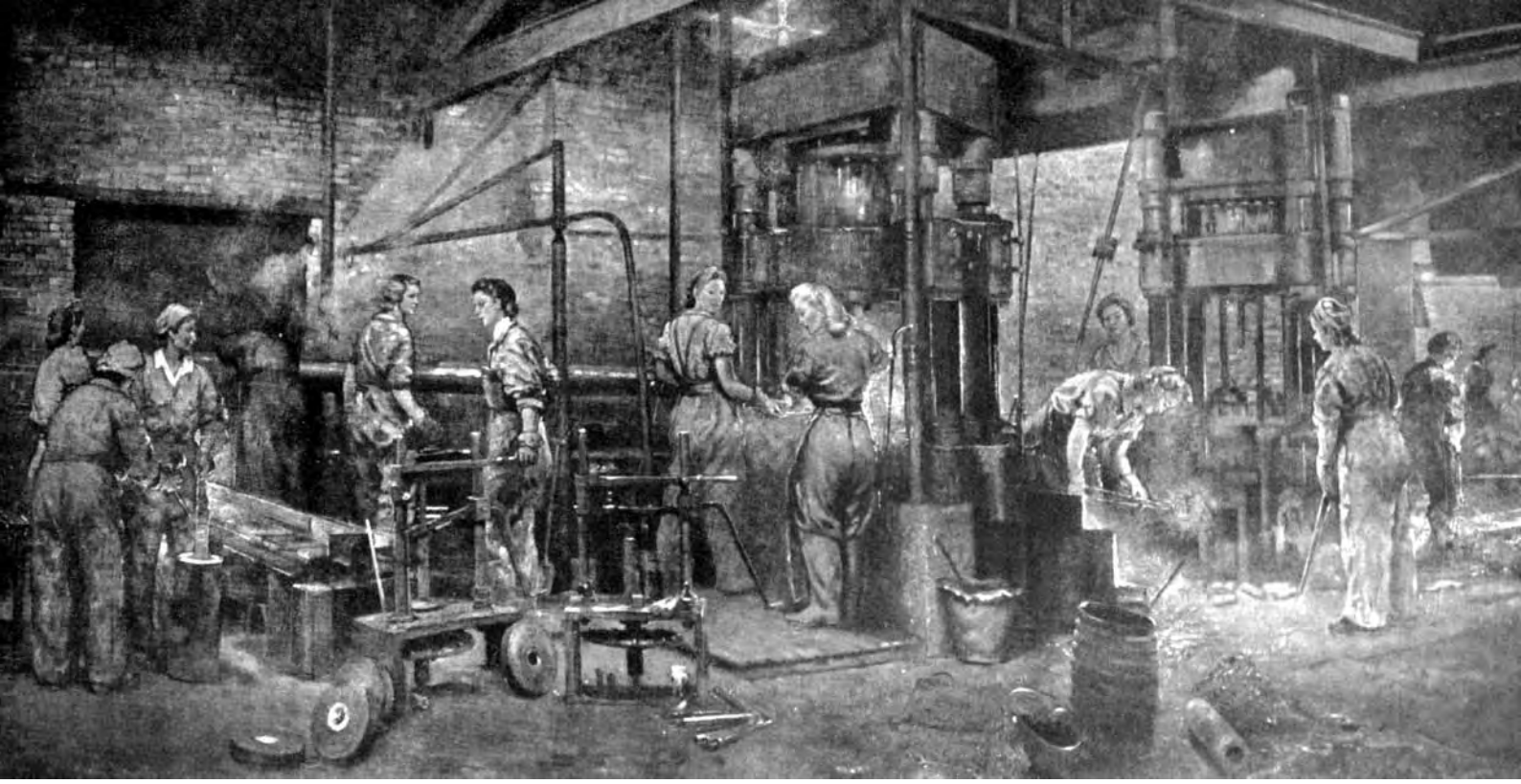
John William decided to retire from active duties in 1921 but his lifelong interest in the company's affairs remained. From 1904 until 1946 he remained Chairman of the firm through many trying and difficult years until he finally handed over this office to his brother George.

The expected period of good trade did not materialise and a downward trend started with the engineers' strike in 1921 followed by the disastrous general strike in 1926.

In 1927 the firm of Harrison & Camm, wagon builders and wheel makers, was acquired and with it a new 4,000 ton wheel forging press, which four years later was to prove most useful on the introduction by British Railways of the solid wheel with tyre and centre integral in one piece of steel.

In 1929 the firm which hitherto had been John Baker & Co. (Rotherham) 1920 Ltd. changed its name. The firm of Henry Bessemer & Co. Ltd., of Sheffield, founded by the great inventor of the Bessemer steelmaking process in 1856, had fallen on evil days. It had attempted to modernise its plant at great cost, but had achieved little result. George Baker saw an opportunity, and took it, of adding an illustrious world renowned name to the lesser known one of Baker and the name of John Baker & Bessemer Ltd. came into being.

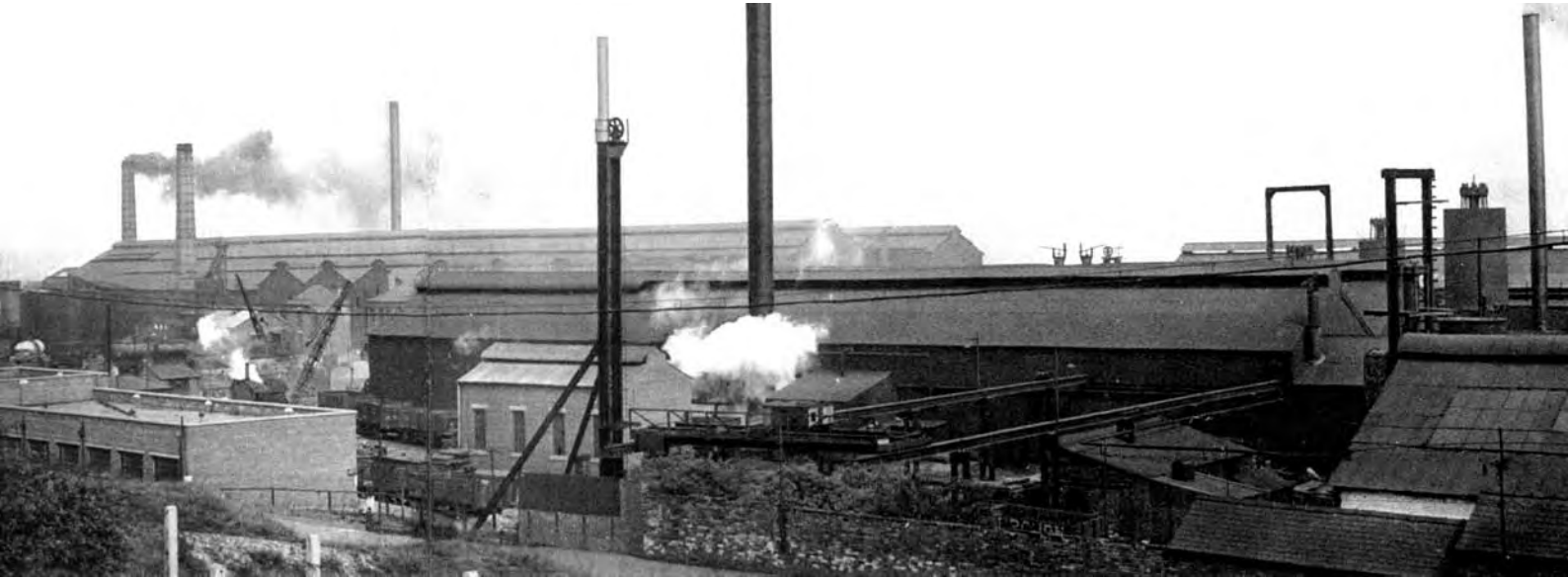
Thereafter came five years of trade recession. Between 1934 and 1937 trade improved slightly and with 1937 came the menace of Hitler and the re-armament programme. The firm decided



Making 3" U.P. Rocket Shells, 1942 (by Grace Wheatley)

to put down a shell forge, housed in an entirely new building which could at the end of a war be converted into a shop for the assembly of wheels and axles which was still being done at the Brinsworth Works.

War came in 1939, with it the "black-out" and all the concomitant problems in a steelworks. A great diversification of products followed. The firm made, among many other products, mountings for anti-aircraft guns, catapult pulleys for launching aircraft, armour-piercing nose caps for shells, gas shells (which were never used) and two items deserving special mention. First, rocket shells for the "Z" Anti-Aircraft Batteries manned by the Home Guard. After the London Blitzs of 1940 and 1941 additional protection for the great cities was urgently required and the idea of firing a blanket of high explosive in the approximate position of the enemy aircraft from 64 rocket projectors, each firing two rockets simultaneously, came into being. The Ministry of Supply looked around to find someone who could produce these quickly. In both World Wars George Baker had achieved a reputation as a man who could get things done and he undertook this task. Plant was purchased, much of it secondhand, new buildings were erected and the first rocket shells poured out within eight months of the task being undertaken. The second item was Bogie Wheels for the Churchill tank. This tank was produced straight off the drawing board by Vauxhall Motors Ltd. of Luton. It had manganese steel tracks running on 44 small mild cast steel bogie wheels per tank. The sands of the North African desert quickly found its weakness and in little over 1000 miles running the bogie wheels wore out. Chilled iron wheels were tried and were a failure. The name of the Baker firm as wheel makers came to the mind of Sir John Duncanson, then at the Ministry of Supply, and we were approached for suggestions. We made some trials in hard chrome steel which proved successful and thereafter enormous quantities were produced at rates up to 8000 per week.



Kilnhurst Steel Works, 1955

(just prior to the Clean Air Act, 1956)

These notes, which started as a history of the Baker family, have turned latterly into a history of the firm, but the backbone of the firm was the family of six Baker brothers; John William, George, Edward, Sydney, Stanley and Arthur. Their descendants and those of their brothers and sisters have now branched out into many lines unconnected with the family business; medicine, architecture, farming and engineering, to name but a few.

With 1951 yet another era started, for in February of that year the firm found itself in the net of nationalisation, and because of their age George and Edward had to retire. Steel was nationalised on a different basis from coal. Here no hierarchy and centralisation of even detail control, as in other nationalised industries, came into being and each firm was permitted to remain a separate entity, retaining its world known name and with a minimum of interference from the owning authority.

And so these notes must be drawn to a close. The future remains unknown but the pages of history have been turned. It is hoped that my somewhat amateur efforts as a writer will prove of interest to our family and provide some permanent record of our past.

To generations of the Baker family yet unborn, they will, at least, contain a reliable story of the trials, toils and achievements of their forbears - the 'Steel' Bakers of Rotherham and perhaps instil in them a sense of pride, but due humility, in their heritage, commencing as it did from humble beginnings.

H.B.

November, 1960

The one change to the original publication is the addition of the photograph on page 13 which shows the whole of John Baker's family in 1901 on the occasion of Mary Ann's (Sis's) wedding

Peter Baker
February 2004