

Email: [templelocalhistorygroup@blueyonder.co.uk](mailto:templelocalhistorygroup@blueyonder.co.uk)

Submitted by John Miell.

My Great Grandfather James Miell who was a Potter Kept a "Pub" in Thomas Street 1890,s  
My own Father Alred Miell was born in 9 Temple Place (Rose Terrace?)  
He went to Temple Colston School and had an amazing memory  
Just before He died at the age of 98 He was able tell me details of most of the premises in Victoria Street.  
He was Married 1927 in Counterslip Baptist Chapel  
I only hope I wrote down the following in the right order

#### BRISTOL BRIDGE

#### VICTORIA STREET in 1910

Counterslip Baptist Church Mr Climber, Preacher  
Coach+Horses  
Joseph Fish Stables

#### THOMAS STREET

Bolt Bros Drapers Warehouse  
W H Smiths  
Midland Hotel  
Midland Railway Collection Depot  
Lovel+Christmas  
Mr Pearl Tobacconist

#### OLD TEMPLE STREET

Navy Recruiting Office  
Green Hotel  
Coopers Dairy  
Maynards Sweets  
Catholic School  
Runwell Cycle Co  
Edward+Smith

#### MITCHELL LANE

John White Cooperage  
Robinson Egg Co  
Lamb+Flag  
Bill Bailey Ironmonger  
Smarts Hotel  
Eastman Butcher  
Viles Picture Frames  
Lonsdale+Thompson Egg Wholesale  
Burgess Seed Shop  
Yeo Bros Paul

#### REDCLIFFE STREET

Robinsons (making Diadem Flower Bags  
Bute Arms

#### AVON STREET

Bristol Motor Co Rolls Royce

#### ROSE TERRACE

Mardons Cockatoos were Voluntary Soldiers  
Who wore Bowler Hats With a large Feather !!!!!

Also a list of Pubs which my Miell family seemed to have been associated with around 1900:

- Cross Guns Temple St
- Haymarket

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- Sugerloaf Stapleton Road
- Virtue
- Pub in Thomas st Unknown name
- Museum Tavern.
- Any more info about any of these would be welcomed.

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**“My maternal Grandfather was Joseph Williams and the 1891 Census shows him living at Derby Buildings which I presumed was near Horfield Barracks when there were only 10 cottages, the barracks and numerous pubs around there. He was manning the Pumps in the Severn Tunnel at the time for 3 days without a break when water flooded the tunnel” .**

**Can anyone provide any more information please?**

**Regards**

**John Miell, [templelocalhistorygroup@blueyonder.co.uk](mailto:templelocalhistorygroup@blueyonder.co.uk)**

Initial reply from Julian Lea-Jones

“Did you watch this evenings ITV programme with Chris Searle, Secret Underground all about the building of the Severn Tunnel, and about the problems with flooding. Your grandfather must have been a busy chap – ‘cos the spring which flooded the tunnel required 8 beam engines to pump it clear, and the system is still required today, the only difference is that the beam engines have been replaced by electric pumps. The water flow they have to clear is ten and a half million of gallons a day!”

This was the programme contact info.

<http://www.itvregions.com/West/Programmes/Secret+Underground.htm>

#### **Programme 1 - Thursday February 23 2006**

“In the first programme we explore the Severn Railway Tunnel, a vital part of the rail network between London and South Wales. The first train passed through its walls in 1885, over 120 years ago. Today an average of 175 trains a day make this underwater journey carrying passengers who probably don’t give the tunnel a second thought.

This amazing tunnel, deep under the Severn Estuary, took more than 13 years to construct, it was a mammoth engineering task, fraught with difficulties. To build the tunnel a series of deep shafts were dug on the English and Welsh sides of the estuary and headings dug from these out under the estuary. Some of these shafts are still used today to maintain the tunnel.

In Secret Underground: Railways we visit Sudbrook Pumping Station on the Welsh end of the tunnel and descend two of these Victorian shafts to tunnel level and below to find out what maintenance is still needed. Chris chats to two of the people who work at Sudbrook today and meets Network Rail’s Major Structures Engineer.

In Secret Underground: Railways we also recall the story of Alexander Lambert without whose bravery the tunnel may never have been completed. Lambert was a diver and with the help of The Historical Diving Society the programme illustrates underwater the sort of diving equipment Lambert would have been using back in 1880 when he worked on the tunnel. Websites of further interest:

[www.networkrail.co.uk](http://www.networkrail.co.uk)

STEAM The Museum of The Great Western Railway

[www.swindon.gov.uk/steam](http://www.swindon.gov.uk/steam)

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