



Friends of Berwick & District Museum and Archives Newsletter



NUMBER 38 - MARCH 2003

DATES FOR YOUR DIARY

Friday 21 March 2003

Friends AGM at the Guildhall, Berwick, 7pm
AGM followed by a talk by Derek Sharman on the Union of the Crowns 400. See enclosed papers.

Saturday 5th/ Sunday 6th
April 2003

The Visit of King James VI & I and Bygone Borderland. A recreation of the events during King James' visit to Berwick in April 1603, on his journey to be crowned in London. Berwick's 17th century garrison is brought to life around the town's Elizabethan walls. Bygone Borderlands – exhibition in the Guildhall, (Sat. 10 – 4; Sun. 1 – 5)

Saturday 10th /Sunday
11th May 2003

King James' Sports and Border Marches
Family fun participation, demonstration and contests for sports enthusiasts, alongside the "Border Marches ". A weekend of games and sports that have their origins in the 17th century, including archery, bowls and skittles, fencing, golf, quoits, tug of war and Cumberland and Westmorland wrestling

Other Societies' Lectures

BERWICK ARCHAEOLOGICAL SOCIETY

Venue: Parish Centre, Berwick.	Time: 7.30 p.m.
Mon. 10 th March 2003	Gladiators : Jeremy Patterson. (A joint meeting with Berwick Civic Society in Maltings
Mon. 7 th April 2003	Parallels between Scandanavian and North Eastern Archaeology : Christian Pedderson.
Mon. 12 th May 2003	Pre History in Poland : Prof. Anthony Harding
Mon. 2 nd June 2003	Excavations on Lindisfarne : Robert Young
Mon. 7 th July 2003	Report on Soutra : Brian Moffat

BERWICK HISTORY SOCIETY

Venue: The Parish Centre, Berwick.	Time: 7.30 p.m.
Wed. 19 th March 2003	Northumberland Castles: Dr Constance Fraser.
Wed. 16 th April 2003	A.G.M. followed by Berwick and the Accession of King James VI & I: Linda Bankier and Chris Green

DUNSE HISTORY SOCIETY

Venue: Duns Social Club, 41 Newton St, Duns.	Time: 7.30 p.m.
Wed. 26 th March 2003	Flodden – a Soldier's Perspective: Alistair Hutton.
Wed. 30 th April 2003	The History of Newspapers in Berwickshire: Tony Langmack.

GLENDALE LOCAL HISTORY SOCIETY

Venue: Cheviot Centre, Padgepool Place, Wooler.	Time: 7.30 p.m.
Wed. 12 th March 2003	A Medieval Village: Rev. A. Wiltshire.
Wed. 23 rd April 2003	A.G.M. and Members Night.

Belford Local History Society

Venue: Meeting Room, Belford Community Centre. Time: 7.30 p.m.

- Wed. 26th March 2003 Mining in North Northumberland:
Mr D. R. Heywood.
- Wed. 23rd April 2003 Ragged and Industrial Schools of Northumberland:
Mrs S. Lenderyou.
- Wed. 28th May 2003 The Coldstream Bible: Dr. B.J. Sproule.
- Wed. 25th June 2003 Exploration of Bamburgh Church.
- Wed. 23rd July 2003 A Belford Walk through History.

Coldstream & District Local History Society

Venue: Eildon Centre, Coldstream. Time: 7.30 p.m.

- Thurs 6th March 2003 A.G.M. followed by
Berwick Bridges: Ms. Jean Sanderson
- Thurs. 3rd April 2003 Air Crashes in the Cheviots: Mr D. Bambro & Mr.
M. Shepherd.
- Thurs. 1st May 2003 Local Plough Lad in the Charge of the Light
Brigade: Mr T.Swan & Mr W.Murray.
- Thurs. 5th June 2003 Field Trip to Norham Castle.
- Thurs. 3rd July 2003 Field Trip with Mr Francis Cowe : A tour of the
riverside area, Berwick-upon-Tweed.

Embleton Local History Society

Venue: Parish Church Room, Embleton. Time: 7.30 p.m.

- Wed. 19th March 2003 History of R.N.L.I. in the North East:
Speaker to be confirmed.
- Wed 16th April 2003 Anglo Saxon Political and Economic
Organisation in Northumbria: Mr Bill Ford.
- Wed. 21st May 2003 Air Defence of the North East in World War II:
Air Vice Marshal A. Hunter.
- June Outing : to be arranged.

Norham Local History Society

Venue; Norham Village Hall.

Time; 7.30 p.m.

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| Mon. 10 th March 2003 | The Whaling Industry: Dr. Tony Barrow |
| Mon. 14 th April 2003 | St Cuthbert, a different view : Mr & Mrs Woodward |
| Mon. 12 th May 2003 | Upsettlington: Mrs Eleanor Moffat |
| Mon. 9 th June 2003 | Visit to Alnwick Garden : meet at gates 6.30pm |

North Sunderland & Seahouses Local History Society

Venue: St Paul's Parish Hall.

Time: 7.30 p.m.

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| Wed.26 th March 2003 | Grace Darling & the Museum:
Christine Bell |
| Wed. 23 rd April 2003 | Members Evening. |
| Wed. 28 th May 2003 | Local Stained Glass: Rev. David Rogerson |

Northumberland & Durham Family History Society (North Northumberland Group)

Venue: White Swan, Lowick.

Time: 10.00 a.m.

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| Sat. 15 th March 2003 | Plane Crashes in the Cheviots: Mr P. Clarke. |
| Sat. 12 th April 2003 | Wills and Where to find them: Mrs. S. Lenderyou. |
| Sat. 17 th May 2003 | 'Recollections' of World War 1: Mr Alan Findley. |
| Sat. 21 st June 2003 | The Bronte Sisters: Richard Moore. |

ARCHIVE NEWS

Although 2 months of this year have already past, Happy New Year to everyone I have not seen.

Usually this is the time of the year when I can catch up with work as it is often quieter than normal on my public days. However, that hasn't been the case this year. More and more people are now using the service which is good - that's why it is here - , particularly genealogists because of our national indexes of births, marriages and deaths for England and Wales. Other people are coming in as well to do transcription and indexing for the office and research their own interests.

On other days, I seem to have been involved in a lot of activities relating to Union of the Crowns 400. Our first big event is approaching fast and there is still a lot to do. I am involved in organising the Bygone Borderlands weekend on 5th and 6th April. It will be similar but not quite the same as the Bygone Berwick weekend last year. As well as the exhibitions in the Guildhall, there will be free guided tours of the Gaol upstairs and a series of talks throughout the weekend – 3 talks on Saturday – 11am Alistair Moffat – History of the Borders ; 2pm Andrew Spratt – and 4pm Francis Cowe – Sir George Hume, Earl of Dunbar and Berwick Castle ; - and some lecturettes on Sunday afternoon. There will also be some living history in the Borough Museum and Art Gallery (remember to take your Friends card to get in free). There will be lots going on over the weekend, so please come along and support all the events taking place.

Over the past few months, I have also been doing some work out in the community. I am still working with the Bondington Project and our modern history group is making good progress in trying to date properties in the area. If anyone has any information about when particular houses were built in the Castle Terrace; North Road and Meadows area, please let me know. We are trying to plot the information on a map which we will display at Bygone Borderlands. I have also given a talk to the Eyemouth and District Literary and Arts Society and the Crime Writing Group of the Creative Writers have visited the office to find out about crime and punishment in the area.

You may remember that in the last newsletter I mentioned that I had been teaching a 5 week course for Northumberland College on the Genealogist and the Internet. I've now taught another one of these courses in Berwick and we are hoping to do some more in the North Northumberland area. There is so much information on the Internet to help Family Historians and more is becoming available every day, e.g the 1881 census for England and Wales is now online on www.familysearch.org

FAMILY HISTORY RESOURCES

You may be interested to know that the Friends have helped me to buy the pre 1855 Old Parish Register indexes of christenings and marriages for all the counties in Scotland, so if you have any Scottish ancestors, please come in and use them. The indexes are arranged alphabetically within each county.

Some of the Friends are still working on the 1901 census indexes. A large part of North Northumberland has now been transcribed onto computer. Tweedmouth , Spittal and part of Belford parish have been checked and alphabetical indexes for those areas are now available in the Record Office on computer and in paper form. The other sections which have been transcribed but not checked can be consulted on computer in the Record Office.

Linda Bankier

VAUXHALL CENTENARY 1000 MILE TRIAL

Recently , I was contacted by a gentleman who is helping to organise a 1,000 mile trial to celebrate the centenary of Vauxhall motors. The route is based on the route followed by an event in 1900 which passed through Berwick. The following is an account of the original trial.

103 years later, this event will again pass through Berwick on Tuesday 6th May when the cars will stop for a lunch halt here and be parked in Marygate, if you would like to go and see them.

Berwick Advertiser, May 4th 1900

An Invasion of Motor Cars

Today, if arrangements hold good, the inhabitants of the town should have a good opportunity of viewing the passage of the large number of motor cars engaged in the 1000-mile motor trial now in course from London to Edinburgh and back. The object of the present trial and its accompanying exhibition is briefly to further the industry in the British Isles to illustrate to the public the advantages of auto-mobiles vehicles and to prove that they are not the unreliable vehicles which by many they are thought to be. All types of vehicles are included, and no doubt all grades of success will be represented in the results. The machines start from Edinburgh on their return journey this morning. Leaving the city, the coast road to Berwick, en route to Newcastle, will be followed, breakfast being set down for Haddington and lunch for Berwick. The inhabitants of Berwick should thus have an opportunity of viewing the various types of cars. It should be understood that the trial is in no shape or form a race; it is, purely, a test of reliability. Some 70 vehicles started, but this number has been reduced by breakdowns. Special precautions are taken to prevent dangerous speeds being indulged in, and at towns on the route men are stationed at entrance and exit to take the times of the various vehicles as they enter and leave.

Berwick Advertiser, May 11th 1900

The Thousand Mile Motor Car Trial

After being exhibited in the Waverley Market for a day, 49 of the 52 vehicles remaining in the 1000-mile motor car trial left Edinburgh on Friday morning on the return journey to London. The weather was not of the most favourable character, being showery, with a strong south-westerly breeze; but in spite of that, and the early hour of the start – seven o'clock, there was a fairly large gathering of spectators at the Market entrance, and in Princes Street to see the travellers off. An hour or so previous to the cars starting the Market presented a somewhat animated and unusual scene. The car drivers and assistants were busy getting their machines ready, filling the oil tanks and inflating the tyres, while the passengers were all excitement getting their belongings properly packed into the vehicles and attending to other preliminaries. There was no set order for the cars going away, each being allowed to start when ready immediately after seven o'clock, but 30 seconds had to elapse between the departure of each car. In a very short time the vehicles had cleared off, and were soon out of sight on their way by Portobello and Musselburgh to Haddington.

The novelty of the sight of so many motor cars on the road attracted crowds of spectators at every point of advantage all along the route from Edinburgh to Newcastle on the first part of which – from Modern Athens to Berwick – a representative from the "Advertiser" was there courtesy of the local secretary at Edinburgh. Mr. F.M. Newton – allowed to accompany the motorists on No. 49 car, belonging to Messrs Mars,all and Co. Belsize Works, Manchester, which was worked by a representative of the firm, whose machines are entirely of English manufacture. That there should have been so many vehicles able to compete in the second stage of the trial was a surprise, even to experts, for numerous specimens were admittedly not specially constructed to stand the test of a tour over some of the most trying portions of the United Kingdom. The drivers and owners of the cars were not less diversified in appearance than their vehicles. Clad in a variety of outfits, in leather caps, loose-fitting oilskin coats and overalls and gigantic goggles of different colours and patterns – designed to protect the eyes from dust, cold, wet etc. they certainly are not prepossessing. Assuming that one is properly equipped for the journey, nothing could be more exhilarating. The cars travel so quickly that the scene is ever changing, and the cars which has to be exercised in negotiating sharp turns and declivities not to speak of the stray dogs and fowls and venturesome juveniles, keep the mind constantly on the alert.

Shortly after starting from Edinburgh the weather cleared up and the sun shone out. But the wind from the south-west increased to a gale and blew from the roads, which rapidly dried, showers of blinding dust right into the faces of the motorists. This hampered the cars in their attempts to climb the hills, reduced their pace on the level, and in some instances, necessitated such an unusual consumption of fuel that drivers found that they had exhausted their stock before the run finished so that several stoppages occurred on the road between Edinburgh and Berwick owing to this and other causes such as breakdowns, which however, in most cases were remedied. The high wind and temporary casualties account for the long periods that the lighter cars took to traverse the 122 miles – one of the most extensive trips during the trial.

One of the pleasantest parts of the journey was that between Edinburgh and Haddington, which was effected in the freshness of the early morning before the heat of the sun had, had time to dry the roads, and ere the gale had risen to its height to raise the dust. Edinburgh was just beginning to divest itself of the grey mist which enveloped it, and Arthur's Seat, towering over the picturesque city, was disclosed in all the beauty

of its spring verdure. Pleasing as the prospect was to the west it was not less attractive on the east, for there the Firth of Forth was sparkling in the light of a few glints of sunshine which had pierced the clouds and towards the horizon the famous Bass Rock was dimly outlined. There was a stay at Musselburgh for the record cards to be overhauled then we proceeded without halt to Haddington where opportunity was afforded for getting breakfast. Half an hour was spent in the burgh, the various machines being viewed with much interest by crowds of townspeople. Those who had traveled with the cars from London to Edinburgh stated that the road from that city to Newcastle was the only part of the journey which skirted the coast line for any distance, and the passengers were charmed with the country through which they passed for several hours after leaving Edinburgh. At Haddington the motor cars had got some distance into rural districts, but on setting out for Dunbar the sea coast soon came into view once more. It was kept in sight until after passing Cockburnspath, where the roads again diverged in the direction of Grant's House, Houndwood and Ayton, till Burnmouth was reached, when the German Ocean was once more sighted until Berwick was reached.

The greatest interest was manifested in the trials en route. Every village and hamlet appeared to have turned out its entire population to witness the cars go by and to the young people especially the vision of the vehicles dashing along sometimes at breakneck speed was a source of much wonderment. When a town of any size was reached, large crowds lined the main thoroughfare, and not infrequently the motorists were given a cheer as they passed. The elders smiled or waved their hands; the juveniles cheered vigorously. That was the order everywhere, either in the more populated districts, or the sparsely inhabited regions which lie between Cockburnspath and Berwick. It must be said that perfect arrangements had been made to assist the drivers of vehicles all the way from Edinburgh to Newcastle. Dangerous hills were plainly pointed out, and special means were taken at cross roads to direct the vehicles aright. The cars left Edinburgh in something like procession order, and many kept well together until Haddington was reached. During the run of about 40 miles from Edinburgh to Berwick, however, the vehicles got so widely separated that it happened occasionally one did not catch a glimpse of any other vehicle for miles at a stretch.

The arrival of the cars in Berwick created considerable interest; and their advent to the town was keenly awaited by a large number of persons. It was scarcely anticipated however that the vanguard of the motorists would reach Berwick at the early hour they did. It was just shortly after half-past ten that the Hon. C.S.Roll's car a 12 h.p., Parhard carrying four passengers arrived. A couple of minutes later two more arrived, and they like the first belonged to private owners. They were Mr. J. A. Halders 12 h.p. Daimler; and Mr. C. E. Kennard, 8 h.p. Napier. As threequarters of an hour was allowed at Berwick for luncheon and this added to the time allowed for travelling between the two controls brought the time up to 56 minutes, plenty opportunity was given the many interested spectators to examine the cars. After a short interval the motors began to arrive in more regular order, and continued to do so until after two o'clock. At the dinner hour there was a very large gathering of people in the High Street. Although some inquired into the working parts of the motors the majority were content to witness their arrival and departure, and many expressions of satisfaction were heard at the easy way in which they were turned or were drawn up. The Head Constable (Mr. W. Nicholson) and several of his force kept the course where the crowd was thickest, and directed the motorists while the work of time keeping was most efficiently performed at the red flag controlled by Messrs S.Oliphant and T.W.Beal and at the white flag control by

W.M.Mather and W.Allen Caverhill. The inward control was near the Cemetery gates on the north road and the outward control beyond the Tweed Saw Mills a distance of one-and-a-half miles. With the exception of a motor tricycle and one car all got safely away, the two exceptions having slight breakdowns, which necessitated their remaining for sometime for repairs.

By three o'clock in the afternoon all the cars except four which had lagged behind owing to accidents had resumed the journey south. The wind had now decreased, and the roads had greatly improved, but the country became much more hilly. A large number of people assembled at Belford to see the Automobile Club run through and fortunately the cars passed without any serious accident, although one boy had a narrow escape through one of the men in charge of one of the cars trying to play tricks. A horse taking fright also upset a cart, but no serious damage resulted. The first to pass through was a Panhard, 12 h.p. belonging to the Hon. Chas. S. Rolls. It passed Belford at 12.12 p.m. and arrived at Newcastle at 2.49. The heaviest hills met with during the day were encountered some miles before reaching and also after leaving Alnwick. At Morpeth a stop was made for tea. The first three cars to arrive at Newcastle were privately owned cars. A17 reached Newcastle at 2.49, A12 at 2.51 and A10 at 2.52. No others put in an appearance within the next two hours. At the expiration of that time there was a general arrival. The cars proceeded to the Cambridge Hall, where an exhibition was held on Saturday and on Monday the journey was resumed. Twenty-nine of the cars, twelve privately owned and several belonging to manufacturers, reached Newcastle with the twelve miles an hour limit. Admiral Cleveland, chairman of the local committee held a reception of the members of the club and their friends. The arrival of the cars was watched by highly interested crowds.

Linda Bankier

COMMEMORATION OF THE UNION OF THE CROWNS 400

Plans for the Union of the Crowns events are continuing at rapid pace. Following the article in the last newsletter, it has not proved possible to arrange a full re-creation of Robert Carey's Ride in March, due to lack of time to make arrangements. However, a partial reconstruction will take place in three areas, London, Edinburgh and the border at Norham.

Exhibitors for Bygone Borderlands (5th/6th April) are expected to include: Berwickshire Naturalists Club, Longridge Towers School, Tweedmouth Parish Church, The Bondington Project, Berwick History Society, MarieStewart Society, Seahouses History Group, Dunse History Society, Northumberland and Durham Family History Society, Borders Family History Society, Castlegate Area Residents' Association; Friends of the Northumberland Archives and of course the Friends of Berwick & District Museum & Archives. There will also be a display on the history of HMS Berwick.

The Eastern Borders Family Tryst (3rd-8th April) will also coincide with this weekend as will the opening of the Civic Society's exhibition on 'Berwick Under the Stuarts'.

Evening entertainment for the weekend includes Berwick Arts Choir performing 'The Dream of Gerontius' at the Parish Church (5th) and the York Waits in the same venue

(6th). On the 3rd, 4th, and 6th April Berwick Community Theatre will perform a program entitled 'Bridging the Tweed'. This will include poems and music from both sides of the border and a series of sketches illustrating what might have been the concerns and anxieties of the ordinary people on Berwick High Street at the time of the Union of the Crowns.

And as if all this is not enough for one weekend already! There will be all the reconstructions of the life of the garrison around the town, the lighting of the beacon, and the major re-creation of King James's entry into Berwick. Make sure you don't miss it... 'It will be the biggest thing to hit Berwick in years!'

Wendy Scott

Union of the Crowns 400 needs you!

CAN YOU HELP ?

With only a month to go before the first major event of the Union of the Crowns 400 festival, plans are progressing well.

Berwick will be filled with colour and activity over the weekend 5th and 6th April, and we hope that it will be filled with visitors too.

The Friends can play a valuable role in ensuring the event runs smoothly, and that everyone enjoys the processions, the living history, the music and the displays.

Twenty volunteer stewards are needed on **Saturday 5th April**, and **forty** for the recreation of the visit of King James VI/I on **Sunday 6th**. Stewards will also be needed for some of the other events later in the year.

No strenuous activity is involved, but stewards will assist the organisers with a variety of tasks including keeping spectators behind cordoned perimeters during cannon firing demonstration and processions, safety patrols on parts of the Elizabethan fortifications, directing participants' vehicles to designated parking areas, selling programmes, helping with hospitality for guests, etc.

Stewards will be organised in teams of five or six persons, each with a team leader who will be responsible for communicating with the other teams, requesting first aid assistance and so on.

Stewards will be required from 11am to 5pm on Saturday 5th, and between 10am and 5pm on Sunday 6th, although the stewarding period for each team will vary according to their particular tasks and the availability of the individuals within each team.

A briefing session for stewards will be held on the evening of Thursday 3rd April.

If you can help on either or both of the days, please contact Derek Sharman on Berwick 301861 or ds@berwick-upon-tweed.gov.uk, as soon as possible.

As well as the major events, such as the Visit of King James VI/I, the Union of the Crowns 400 programme has now expanded to over thirty events organised by groups in the community. These include activities in the Festival of Sport, which runs throughout the year, musical concerts, creative writing, floral art shows, and projects involving schools and other young people's groups.

A number of local and family history groups are working on displays for the Bygone Borderlands exhibition in Berwick Town Hall, over the weekend 5th/6th April.

Another exciting initiative has just got under way. Support has been secured from the Northumberland County Cultural Fund for the design and production of a number of colourful banners to represent the communities within the Borough of Berwick-upon-Tweed. Parish Councils and First Schools have been invited to take part in creative workshops throughout the district, to suggest designs that will reflect the history, culture and life of the various parts of the Borough. The banners will be carried in the procession on 6th April and at other events during the festival.

If you would like to contribute to this creative process or take part in the workshops, Derek Sharman will be pleased to hear from you.

Union of the Crowns 400 is by far the most ambitious project ever undertaken by the Friends of Berwick and District Museum and Archives, in partnership with a wide range of other groups and organisations. Many of the Friends have already given time and enthusiastic support to the festival, and any help you can offer will be very welcome.

Derek Sharman

BYGONE BORDERLANDS

Last year Bygone Berwick was a tremendously successful draw for locals and strangers alike. This year Linda Bankier (Archives) and Lorna Suthern (Tourism) are organising Bygone Borderlands as part of the ongoing commemoration of The Union of the Crowns. Among the many stalls will be an exhibition from the Friends of Berwick and District Museum and Archives, which is being organised by Linda, Yvonne Gallagher, Angela Darling and Gus Fairburn and others. My task is to make up a rota of helpers for the Friends table. The work is not arduous – a little selling, a little talking.

I've already invited the W.I. to provide teas for all and sundry – and they've accepted and now what I need is a firm commitment from members of the Friends to spare an hour (or more) at a specific time. We start at 10 a.m. and finish at 4 p.m. on Saturday 5th April, and start at 1 p.m. and finish at 5 p.m. on Sunday 6th April.

If you can support the Friends in this way please contact me on 307524 or Linda 301865 by 1st April please.

Barbara M. Herdman

ASPECTS OF BERWICK'S CULTURAL HISTORY

17th Century Travellers to Holy Island

All research projects throw up more material than can be used in the finished product, and that has certainly been true of my on-going research for the *Union of the Crowns 400* project. Much had to be cut out of the booklet to accompany the Main Guard exhibition on *Berwick under the Stuarts* and though some things may reappear in exhibition labels they will be often highly condensed and not suitable for a connected tale, with longish quotes. So I take the opportunity of reworking some of the material for the Friends Newsletter. Holy Island, though it comes into the story of Stuart period

Berwick, is really a footnote to the main narrative, which is a pity because there are a couple of excellent first hand accounts of the island. The first of these comes from the pen of Sir William Brereton in 1635. Brereton was a puritan and would be later a firebrand MP for Chester and a roundhead commander in the Civil War. His journey to the north was, in scholar John Morrill's words, "to escape the fetid air of Laudian England and to breathe in the ozone-laden breezes of Calvinist discipline". He would certainly have found plenty of the latter in Presbyterian Berwick, but before he got there he stopped at Holy Island. There he mentions the ruined abbey with its "very fair pillars" which resemble Durham, but is mostly keen to investigate the flow of the tides which, he had often heard, abated every Sunday so as to allow people on the mainland to attend services. As a good puritan he needed to sort this out as "this is, by those that are Popishly affected, supersitiously applied, and imputed to the merit and effect of St.Cuthbert's prayers". He was therefore relieved to find out that "indeed there is nothing extraordinary therein..". It was entirely natural and due to the moon, and far from only happening on a Sunday, in time for services, passage across the sands was perfectly possible on other days of the week. One of his local informants was one Captain Robert Rugg, captain of the "dainty little fort". Brereton says he was "as famous for his generous and free entertainment of strangers, as for his great bottle nose, which is the largest I have seen." Rugg was well established in the "neat, warm and convenient rooms in this little fort" and while Brereton was talking to the Captain there

"was brought unto us a young seal, or (as some call it) a sea-calf, which was this morning left by the tide, upon the sand dry: they nourish it with milk; it hath a head and eyes like a calf, and hath two fins before, like feet, and two behind, which it cannot draw up like fins: whereby also it is enabled to move in a creeping manner, and that slowly yet constantly, and restless; it hath a navel, and cries".

In the next few years Captain Rugg had some trouble keeping hold on his dainty little fort. In 1636 Sir James Ouchterlony ordered Rugg to accompany Lady Ouchterlony to London to take care of all the practicalities of her journey. A short trip turned into an expensive nine month stay in the Capital for which Rugg was not paid, and when he eventually made it back to Holy Island, he found himself, his wife and family thrown out of their fort and a relative of Lady O. installed in his place. As if that was not bad enough though Sir James had regularly received £369 a year to pay the wages of the garrison, it had somehow slipped his mind and Rugg and many others had not received their wages. In April 1637 Rugg petitioned Charles I for redress and the Lords of Admiralty asked the Bishop of Durham to investigate. Rugg wrote again in May hoping that the soldiers employed on the island would not be "lackies, grooms or fugitives, nor brought in by bribery" but good old soldiers. The next month the Admiralty upheld Rugg's complaint and ordered Sir James to resign as commander of the fort, re-instate Rugg and pay his expenses. If Sir James failed to pay up, the Treasury was instructed to pay Rugg direct and stop the money from Sir James' salary. In the future it was also decided Rugg and his men would be paid directly rather than leaving it to the whim of aristocrats. Sir James died three weeks later and Rugg had to send another petition in November the details of which are lost, but probably he had some difficulty getting the money out of Lady Ouchterlony who was by then much involved in a scheme to build a lighthouse on Flamborough head.

The next couple of years were very busy of Rugg and his small band of men as events in Scotland were turning ugly with the signing of the national covenant. Holy Island fort was reinforced and rebuilt and in May 1639 the Royal army marched and sailed north to deal with the covenant threat. We are very fortunate that John Ashton, the King's

acting 'privy-chamberman in extraordinary', had time to keep a detailed dairy of the march towards Berwick. He arrived on Holy Island on 28th May, just after the Marquis of Hamilton's fleet had landed two regiments of foot. Other ships were anchored off Farne and it was a busy place. Ashton, like Brereton, had heard about the miracle of the tides "but upon enquiry I was told it was but a superstitious tradition and no truth". He was also interested in the wildlife, in his case the local geese, "which at the time of year flock thither in such multitudes they cover the ground, and bring infinite plenty of sticks with them to build their nests". He goes on to describe that it is said that birds that nest on the rocky precipices of Farne lay eggs coated with a "gummy matter" that hardens and glues the eggs to the rock ledges. Ashton too met Captain Rugg "known commonly by his great nose", whom he records was "not solely trusted" but now served under Captain Hodge Bradshaw. The Royal chamberman was altogether less impressed with Rugg's lodgings than the puritan Brereton. Rugg, Ashton noted, "gave us such courteous welcome as his poor habitation would afford". The 1639 crisis passed but soon the Scots invaded England and Berwick and Holy Island were isolated outposts surrounded by hostile territory. By September 1640 there were 22 men under Rugg's command and he wrote to the government declaring that though they had no fire or candles they would defend the Castle till famine force them to give up. To stave this off he had seized all the cattle on the island and driven it into the fort. But as the Civil War raged in the rest of Britain things were fairly quiet along the Berwick coast. In January 1642 Rugg was officially replaced as Captain of the rock by Sir James Brook, but seems to have somehow clung to his post, more or less forgotten about by the King's government beset by greater problems. After 16 months without pay and having run up debts despite pawning and selling enough that would make "a man mad", Rugg was getting nowhere with appeals to his masters in prose. So after some good Canary wine he fired off a final appeal for money in verse:-

"The great Commander of the Gormorants,
The Geese and Ganders of these hallowed Lands,
Where Lindisfarne and Holy Island stands,
These worthless lines sends to your worthy hands;
To one or all the fewer, I care not not whether,
Gib: Jack: Hob; James, when you meet together,
Send in my disbursements, laid out by direction
For my good lord; sirs, hasten my collection.
For want of pay, pressed so sore by cravers,
My soul's perplexed, then blame I the receivers.
Laying the fault on those that should relieve me,
And so to do doth not a little grieve me.
I owe for bread, beer, beef, in sundry places;
The country calls upon me with disgraces;
Sorry in town, ashamed to see their faces,
Yet not afeared of Sergeants, Mayors, or maces.
This is a misery, but here's the thing,
Because I am protected by the King.
I know not if these lines stand with your liking;
I have a conscience none can toss a pike in.
Let me have what is ordered to be given,
I will do wrong to no man living.
I wrote so often prose that I was weary,
I would tell all my vices were I near you;

In such a strain I should express my sorrow,
I sure would get my own, or sure would borrow.
To my fast friends I think enough is spoken,
Although my means be mean my heart's not broken;
I wish I had wherewith for to interr me;
Thus to your best discretions I refer me,
And the great God that holds the Devil in fetters,
Bless good King Charles, myself, and you my debtors”.

That was sent in May 1643 and it is not clear that it did any good. On 7th May 1646 Parliament ordered its own forces onto the rock, two days previously Charles I had surrendered to the Scots at Newark, and Rugg seems to have got more out of Parliament than he did out of the Royal government. When he made his will the following September he left his grand-daughter, Philadelphia Shaffield, £100 granted by Parliament. It had not been paid of course, but they had promised it. Rugg died on 6th. September 1647, he had been in the dainty fort more than twenty years.

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Chris Green

The Decendants of Sir Robert Carey

Robert Carey married Elizabeth Trevannion on 20th August 1593 in Berwick. It was recorded that Queen Elizabeth was not at all pleased when she found out.

I quickly discovered that the couple had two sons, Henry and Thomas. Thomas at some point married Margaret Smythe, but he died on 9th April 1634 without children. He is buried in Westminster Abbey. Henry, the elder son, was baptised on 27th January 1565/6 and later became 2nd Earl of Monmouth. Henry seems to have inherited none of his father's spirit, he was best known as a translator of classical texts. He married Martha, daughter of Lionel Cranfield, 1st Earl of Middlesex, on 16th February 1620 and they had two sons and eight daughters. The eldest son, Lionel, fought in the Civil War and was killed at the Battle of Marston Moor in 1644. He was unmarried. Younger son Henry did marry but his wife's identity is not known. He had a son (name also unknown) before he died in 1649 but the son also died in March 1653. This was the end of the Carey line via Robert and as no names had been found for Henry senior's eight daughters, it seemed to be the end of this piece of research. However, an internet search on Robert Carey for another project then revealed that he also had a daughter, Philadelphia. Strangely, this line proved much easier to trace.

Philadelphia Carey married Sir Thomas Wharton of Wharton Hall in Westmoreland on 11th April 1611 at Westminster and they had two sons. Phillip, born 1613, who later

became 4th Baron Wharton, and Thomas, born 1615. Thomas married but it is not known who or when. He had a daughter, Arabella but unfortunately nothing more has been found on this line. Phillip, on the other hand, married three times and had at least eight children. He was also Lieutenant of Westmoreland, a soldier, politician, diplomat and a 'rigid Puritan'. Cromwell was a personal friend. He was imprisoned in the Tower with Lord Shaftesbury in 1676 for trying to force the dissolution of parliament and went to live on the continent when James II came to the throne in 1685. A strong supporter of William III, he became a Privy Councillor in 1699. His first wife was Elizabeth, daughter of Sir Rowland Wandesford of Pickhill, near Thirsk, Yorkshire. They married on 27th September 1637 and had a daughter, Elizabeth.

Elizabeth Wharton in turn, married Robert Bertie, 3rd Earl of Lindsay, and had a son, another Robert, (who later became 1st Duke of Ancaster) before she died in 1669. Her husband was the grandson and great-grandson of two former Governors of Berwick.*

Philip Wharton's second marriage was to Jane Goodwin and produced three sons and four daughters. Of the daughters, Mary and Philadelphia both married twice, Margaret married three times, but it is not known what family any of them may have had. The other daughter, Anne, married William Carr but died without children in 1689. Phillip's second son, Henry, became a colonel of the English Army and died in Ireland in 1687. Younger son, Goodwin, died in 1704. It is not known whether either of these sons married or had family though Goodwin wrote in his autobiography which is in the British Museum. Eldest son Thomas, born 1648, continued the line and later became 1st Marquis of Wharton in 1714/5 but I will return to him in a moment.

Phillip's third marriage, on 4th August 1661, was to Anne, daughter of William Carr of Fernihurst, Roxburghshire and widow of Edward Popham. There was another son - William - from this marriage but he was killed in a duel - presumably unmarried.

Returning to Thomas Wharton who was as M.P.(1663-4 and 1673-96), Controller of the Household of William III (1689-1702), Lord-Lieutenant of Ireland (1708-10) and leader of the Whig junto. He also wrote the song 'Lilli Burlero, Bullen-a-la' which mocked the Irish Catholics and supported the Glorious Revolution. He married Anne, daughter of Sir Henry Lee, 5th Baronet of Ditchley on 16th September 1673 but there were no children. His second marriage, in July 1692, was to Lucy, daughter and heiress of Adam Loftus, Viscount Lisburne. There were three children from this marriage, Philip, Jane and Lucy. Jane married twice, to John Holt and then to Robert Coke of Hillingdon. Lucy's marriage to Sir William Morice was dissolved by divorce. It is not known if either had family.

Philip was baptised 5th January 1698/9 and became in turn 2nd Marquis and then 1st Duke of Wharton. He disappointed his family's expectations by entering a marriage by one of the fleet parsons to Martha, daughter of Major-General Richard Holmes on 2nd March 1714/5. He deserted his wife shortly afterwards but returned to her in 1718 and his only son Thomas was born in 1719. Unfortunately Thomas died of smallpox when barely a year old. Martha died 14th December 1726. Philip, was a president of the Hell-fire Club which was renowned for debauchery. He converted to Catholicism and became a Jacobite in 1729, which meant going into exile in Spain. Later he married Maria Theresa O'Neill, a maid of honour to the Spanish Queen. She was the daughter of Henry O'Beirne, an Irish Colonel in the Spanish service and Henrietta O'Neill. Philip died in Poblet, Spain, on 31st May 1731.

Although the Wharton males may not have inherited the Carey name, some of them certainly seem to have inherited the spirit of Robert Carey!

*Robert Bertie, 3rd Earl of Lindsay was the grandson of Robert 1st Earl of Lindsay who became Governor of Berwick in 1639 and was later killed at the Battle of Edgehill on 23rd October 1642. The 1st Earl was in turn the son of Peregrine, Lord Willoughby of Eresby who was Governor of Berwick 1598-1601 after the death of Robert Carey's father, Lord Hunsdon.

Wendy B. Scott

BERWICK ON THE EVE OF THE UNION OF THE CROWNS

In a year when Berwick is celebrating the 400th anniversary of the Union of the Crowns under King James VI and I it may be of interest to consider the condition of the town and relationship between the two nations on the Border at Berwick just before the Union. The town was, of course, the centre of the defence and administration for the East March; military matters were directed by a Warden while the conduct of affairs in the town were under the direction of a Governor; both these men and their senior assistants were appointed by Queen Elizabeth I. Although there was a Guild its functions were principally concerned with commercial matters.

The East March was often badly troubled by the border reivers but these rarely troubled Berwick itself; the centre of Border raids and clashes lay in the moors beyond Cheviot and over to Carter Bar. Towards the coast life was more settled. The recently built walls of Berwick were enough to deter any attack except in times of open warfare and nothing approaching this had occurred since 1570. The presence of a sizeable garrison at Berwick was sufficient protection for the villages immediately to the south and west.

The town had a population of about 3,000 including the garrison. A survey of the houses made during the early part of Elizabeth's reign shows that the buildings of the town occupied an area very similar to that of 300 years earlier. The buildings lay within the limits of the medieval walls, with a considerable part of them in Castlegate and the Greens excluded from area that lay within the new walls. Most of the houses were a single storey; only a few were of real substance and these were mainly occupied by the merchants. Altogether there were some 600 houses and the number of adult civilian men must have been close to this.

Alongside the civilian population lived the garrison, who were quite as numerous. If all those attached to the town had been present in 1587 the total would have been over 800, although the number who could take the field against any raid was much smaller. 10% were allowed to be away on leave at any one time whilst the 70 gunners and 50 old footmen would have been of use mainly for the defence of the town. The town was therefore one in which military concerns and activities were very clear. For those concerned with the defence of Berwick and England the Scots were a natural concern.

On the other hand for the civilian population the Scots were important for a different reason. In peaceful conditions trade between the two countries could take place and Berwick was a natural centre. Almost all the customs revenue in Berwick came from English cloth being exported to Scotland and there was also a considerable trade in grain across the Border. The markets at Berwick were a natural centre for the sale and purchase of goods for residents both north and south of the border.

By the end of the century the medieval walls had fallen into serious disrepair. They were no longer intended to be a line of practical defence but, in spite of this the Greens, Castlegate, and the Windmillhole (modern Tweed Street) continued to be major centres of residence. These streets were away from the commercial centres of the town along Bridge Street, up Hide Hill and along Marygate and so attracted mainly the poorer members of the community but they were also areas in which the government was prepared to tolerate the presence of Scots on a regular basis. The Scots were limited to visiting a market held at the Windmillhole and, although Scots might not live within the new walls, their presence outside them was commonplace.

Contact between the residents of Berwick and the local Scots was therefore one of considerable normality. In a return to the town's court in 1594 the names of some 50 Scots residents were listed. A number of marriages involving Scots were recorded, and in other cases Scots had been in residence "*of long continuance*". Many were Scots women, some of whom were servants and others probably wet-nurses. Few of them featured among the many residents reported for a variety of faults, ranging from non-attendance at church, to acting as pawnbroker, and wife-beating. Most were simply recorded as present and only occasionally was some fault recorded: one who lived in the house of Thomas Jackson, a butcher, threw ashes and filth onto the highway. In two cases their morals were suspect: "*In John Hudspeth's (house) there dwells a Scots woman & she goeth into Scotland when she will & playeth the harlot with another wife's husband in Lamerton. It is not fitt she sholde continue here*" while another Scotswoman featured in a list of 14 cases of illegitimate pregnancies. Employment or toleration of the Scots women reached to the top levels of society; both the Governor and Comptroller sheltered Scots women

In the areas outside the walls, up Castlegate Scots men came and went as they pleased. "*Thomas Hoggarde & his wife kepe an alehouse in Castlegate whither doe commonly resorte as well in service tyme on the Sabbath days and at other tymes by daye and nighte Scots minstrels and manye other lewde & disorderly companye continuallye, where they use gamynge, at Cards, and sundry other rogedly exercises*". Another alehouse in Castlegate entertained Scots shepherds, tinkers, and rogues. A few were employed as shepherds and others as casual labour as carriers of hay, or came to Berwick to trade in the market. One man worked as a cobbler in Marygate by day and went over to his lodgings in Tweedmouth to sleep at night, whilst another cobbler actually had his own shop in the town.

There was still considerable caution on the part of the officials. The court officially disapproved of what it had found. "*We fynde it againste the orders and securitye of the towne that any Scots borne person shoulds dwell or remayne here, for by suffering of Scots nurses & other Scots women, they acquainted themselves with the secreats of the town, and further we find that no Scots man oughte to be suffered to goe abroad either with swords or pistol aboute hym, because yt hath heretofore & maye hereafter brede trouble & disquietness to this place*". It will be noted that the presence of Scots men

coming to Berwick was accepted and that the suggestion of trouble is rather that there might be brawls than any outright attack.

Berwick had many problems that on a day-to-day basis will have more evident than any threats from the Scots. One of the worst of these was that of the ashes from the fires and the dung from the horse and cattle, not to mention that from the human population. This was dumped on the nearest convenient spot. If this was a piece of waste ground the result was merely unpleasant but in some cases, like *"the greate donngehill before the churchyarde"* it obstructed the traffic. Those going to the church also had to cross a spot where the local residents *"doe caste out water and other filthe which runneth through and over the hye waye to the churche"* and pass by the *"fowle dungehill"* close to the church at the head of Soutergate (Church Street). No part of the town escaped this nuisance. In some places the stench of dung was added to by that of rotting fish entrails; near the fish shambles in the Sandgate and, in the summer, from salmon washing in Western lane especially that was *"very like to poison and infect all the towne"*.

Passage along the highway was also subject to other problems. Along Castlegate the road was almost impassable for horses and cattle so deep was the mud on an unpaved section. Eastern Lane was obstructed by a cart that was left standing there day and night, by a heap of stones that was very dangerous at night and by sets of stairs that had apparently been built at the front of houses. In every street there were sections of uneven paving. In the lower part of the town the area near Palace Green was badly affected by the amount of traffic. The Palace storehouses were used to supply the garrison and seem to have acted as a focus for a general market and had become *"verye filthilye kepte for the places whither the people resorte for bread and victailes (victuals) are so misused with swine and the lyings of loggs and other things that people are muche troubled and annoyed there with"*.

The water supply was also unsatisfactory. Two wells, one in Castlegate and the other in Eastern Lane, had become blocked and unusable whilst the conduits that were used to bring in water to the town were often polluted; one *"runneth under a very filthye place where cattle stande and where many unclene thinges do fall and sinke into the cunditt"*, and another near Castlegate *"is for the most parte always broken wherebye filthe doth runn into the same and doth corrupte the water"*. On the Greens the water supply sometimes failed for 10 or 14 days at a time with *"not one droppe to serve nether people or cattle"*, while the water from a nearby well was diverted for the bleaching of cloth and allowed to form stagnant *"myres and boggs"*.

One escape was offered by the alehouses. There were nearly seventy of these, concentrated especially along Castlegate and Marygate, and about 20 beer drawers in addition. The alehouses were normally run by the wives, or widows, of residents. Only one vintner was listed among the sellers of ale but wine was probably available at some of the inns that also served food. One of the complaints was against *"The tabling houses where gentlemen and others do eate and drinke And the Taverne houses doe keepe gamynge, playinge and drinkinge on the Lordes day"*.

When on Sunday 6th April the entry of James VI into Berwick is celebrated as the first major event of the celebration of The Union of the Crowns it will be into a very different town. Down Castlegate there will be few alehouses and no deep mud difficult for his horse to pass through. Most of those who come to watch the procession would have

been criticised 300 years ago for not being in church on the Sabbath. The old Town-house or Tollbooth that stood at the foot of Marygate has long been replaced. The grudging acceptance of Scots by authority went in 1603. Now the town happily looks north as its sporting clubs join the Scottish leagues and many argue that the town should return to its original position-north of the Border.

David Brenchley

SNIPPETS FROM THE BERWICK ADVERTISER

JANUARY 14TH 1837

BERWICK SOUP KITCHEN

Anon per Dr Cahill	£0.10.0
Rev. Wm.S.Lundie	£2.02.0
Mr Phillips, Lowick	10.0
Mr Rundes	£1.01.0

Additional Subscriptions

Maj. Gen. Terst	£2.2.0
Lt Col. Hogarth 82 nd Regt.	£2.10.0
Miss Hall	10.0
Mr Andrew Jerdan	10.0

FEBRUARY 25th 1837

PUBLIC HOUSE ON HOLY ISLAND. TO BE LET. ENTRY AT WHITSUNDAY FIRST.

That well accustomed PUBLIC HOUSE situate in Holy Island, presently occupied by Mr. William Wilson, known by the sign of "St. CUTHBERT'S INN". For particulars apply at Tweedmouth Brewery.

Tweedmouth Brewery Feb. 16th 1837.

March 8th 1837

EMIGRATION TO AMERICA

Mr. Nicholson is now in England for the purpose of ENGAGING LABOURERS for the SAINT LAWRENCE CANAL in Upper Canada, is prepared to offer able-bodied men Four pounds ten shillings per month, and convey them from Newcastle and Berwick, in first class ships to Quebec, from thence to Cornwall upon the canal, a distance of 270 miles, by steam and boat stages, for £3.10sh per adult, half that price for children between 12 and 3 years of age, and under 3 free. This includes five shillings each, payable to the Hospital on arrival in Quebec.

The first vessel will leave Newcastle on the 1st of April, and another will be laid on at Berwick between the 12th and 13th May, of which due notice will be given.

Applications to made to be made at The Black Bull, Morpeth on Wednesday's, at Black Bull Inn, Wooler on Thursday's, Star Inn, Alnwick on Saturday's, and the Turks's Head Inn, Newcastle on Monday and Tuesday of each week, previous to the sailing of the ship in April, after which time a day will be appointed to meet at Berwick such as are disposed to be engaged.

Passage to Quebec £2.15sh, to Montreal £3.2s.6p.

Alnwick March 9th 1837

Muriel Fraser

Letter from the Editor.

Berwick should certainly be a more exciting place to visit this year with activities and events to interest everyone, not just the tourists! By giving your support to the 'Union of the Crowns 400' project you can help to make this a year to be remembered!

Any **interesting stories, items, events, letters** or **queries** for the newsletter will be most appreciated. You may give them to Linda or send them by e-mail to gallagher@ukonline.co.uk or by post c/o. Records Office, Wallace Green, Berwick upon Tweed.

Yvonne Gallagher
Hon. Editor.

