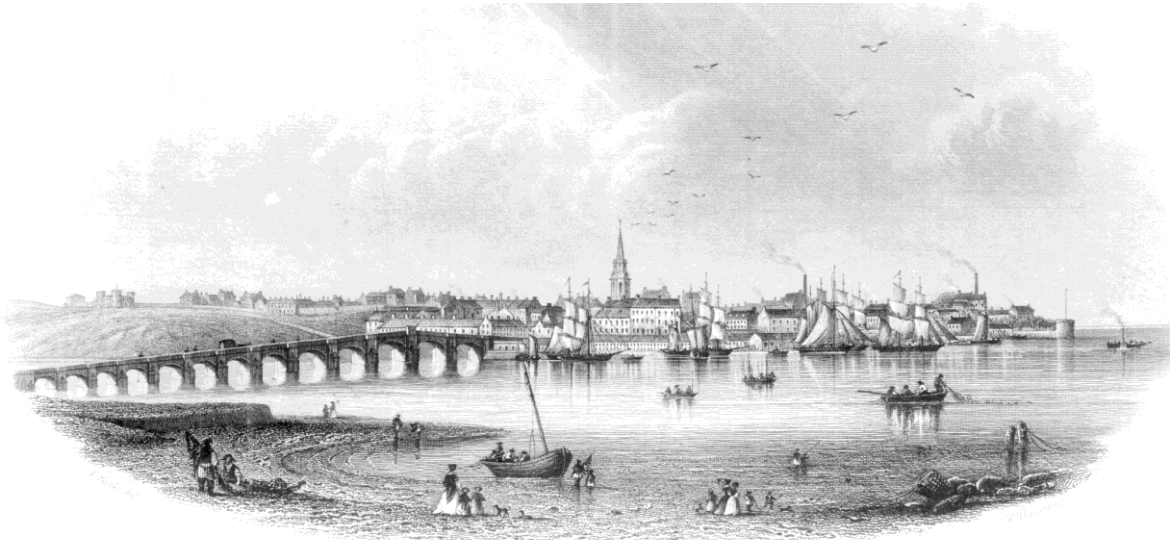


**Friends of Berwick & District
Museum and Archives
Newsletter**



NUMBER 23 – JUNE 1999

[Selected articles]

1999 June

HOGARTH FAMILY LETTERS

In September 1998, an article appeared in the Daily Telegraph and also in the Berwick Advertiser about some letters written by the Hogarth family which were offered for sale by Bonhams, the auctioneers in London. The Hogarth family had connections with Scremerston (farming Inland Pasture) but also literary connections with Charles Dickens and the Ballantynes. The Record Office could not afford to buy the letters (asking price about £2500) but I did write to Bonhams and asked them to pass a letter on to the purchaser. To my surprise, I got a reply from the Australia High Commission who had purchased the letters for the State Library in Victoria. I had asked if the Record Office could have copies of the letters for research purposes only and they agreed to provide me with a microfilm copy of the letters, providing I did not reproduce them. The microfilm has now arrived and the letters not only cover the family's time in Australia but also includes letters from other Hogarth family members to each other.

Eric Herbert, one of our members, saw the newspaper articles and decided to do some research into the family. The following article is about his discoveries. It always intrigues me what connections families in this area had with the outside world and what can come from a speculative letter following up something I saw in the newspaper.....

Linda Bankier

The Family Behind the Hogarth Letters of 1810 - 1857

The Hogarths can be traced back to Robert and Mary Hogarth who farmed at Carfrae Mill, near Oxton in Berwickshire and raised a family of at least 8 children between 1783 and 1794.

George, their first child, studied and then practised law in Edinburgh and became Sir Walter Scott's legal adviser. His sister Christian was married to James Ballantyne who was Scott's publisher. George married Georgina Thomson whose father was an amateur musician, publisher and friend of Robert Burns and her musical connections resulted in his interest in musical matters. He became joint secretary of the Edinburgh Music Festivals from their start in 1815 and also wrote articles as a music critic for local newspapers.

Disillusioned with the law he decided to seek journalistic work and in 1830 moved his family to Halifax, Yorkshire where he founded and edited the 'Halifax Guardian'. In 1834 he had the opportunity to move to London where he wrote on politics and music for the 'Morning Chronicle'. Soon after this he set up and edited the 'Evening Chronicle' and was responsible for publishing Charles Dickens' first works - 'Sketches' of London life.

It was at this time that Charles Dickens became acquainted with George's daughter Catherine and in 1836 they married. Soon after the marriage Catherine's sister Mary moved in with the Dickens and helped in the home. Unfortunately Mary died suddenly of a heart attack at the age of 17 and her place in the household was taken by her sister Georgina. Catherine did little in caring for the home or the children and in 1858, by mutual agreement by all concerned, she separated from Charles Dickens and he provided accommodation for her in London with their oldest child

Charlie. Georgina continued running the Charles Dickens' household as well as being 'mother' to the children. In some quarters it was suggested that she was the mistress of Charles although this was never proved but in Victorian times for a man to live in the same house with his wife's unmarried sister was looked upon as sinful. Georgina remained with Charles Dickens until his death in 1870.

Returning to the original family, George's brother Robert, like his father, took up farming. He married Elizabeth Purves and raised a family at Newton in the parish of Bedrule (4 miles west of Jedburgh) in Roxburghshire where he was a tenant farmer. At some time before his wife's death in 1825 the family moved to Inlandpasture Farm at Scremerston near Berwick-upon-Tweed. This was a farm of 1,000 acres and employed 30 workers. Robert's youngest child, Christina, married John Ballantyne at Scremerston and he was the brother of Robert M Ballantyne the author and nephew of James who had married Robert's sister Christian.

Robert's second son Peter married Georgiana Pringle whose widowed father worked the neighbouring Borewell Farm. This was a rare double wedding at Scremerston Parish Church as Georgiana's sister Mary married Charles Dawson, a business man, from Hylton, Co. Durham at the same time. In the marriage register Peter was described as a gentleman but in 1850 at his daughter's baptism Peter is described as an engineer probably working at a nearby colliery and yet a year later on the 1851 census he is shown as a policeman! Not following his father as a farmer he appeared to be very unsettled in Scremerston and this together with the possibility of making his fortune probably prompted him and his wife to sail with their small daughter on the 'Lord Delaval' late in 1852 to join the gold rush in the Melbourne area of Australia.

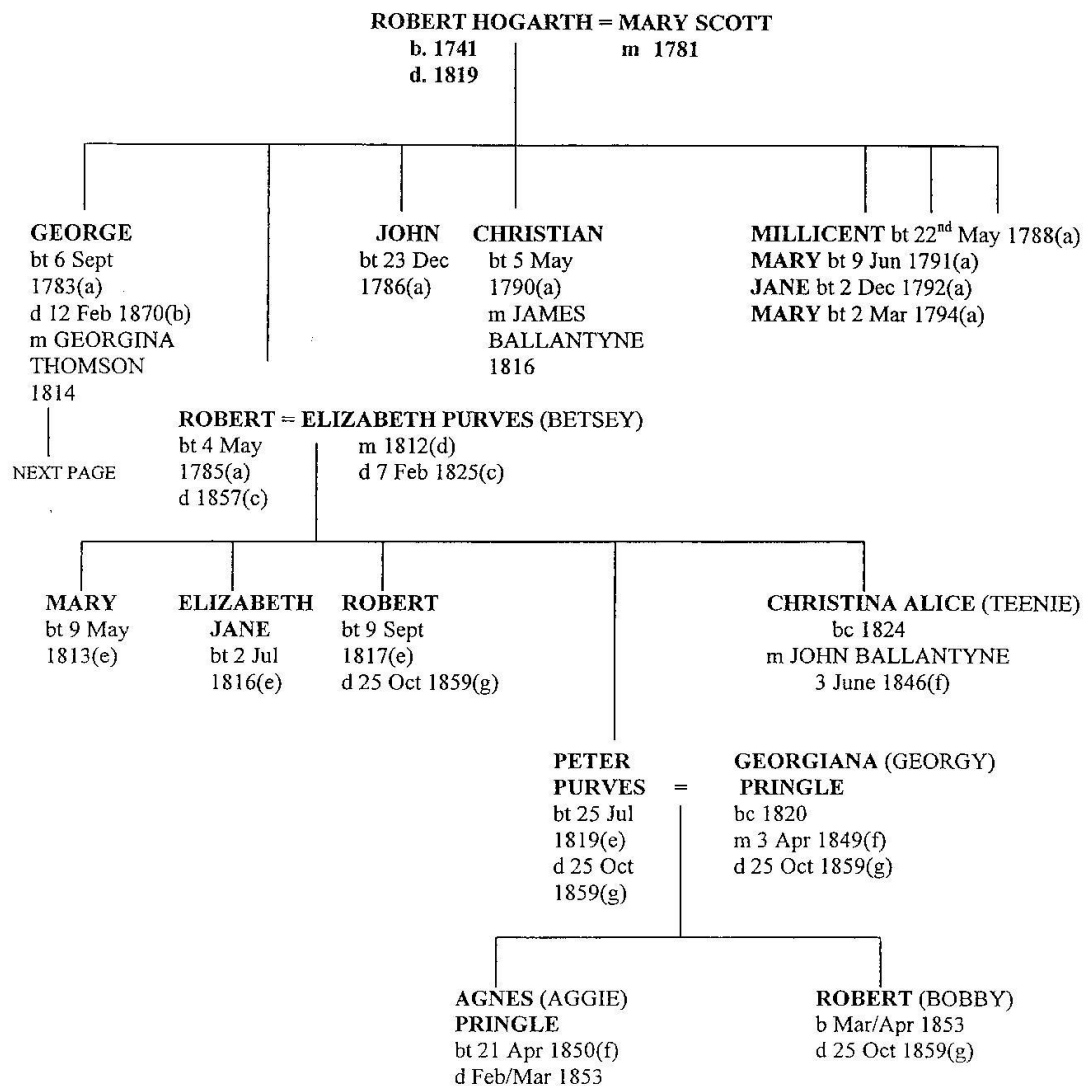
Within a year they were to lose Agnes through dysentery but shortly after Georgiana gave birth to a son Robert (who they called Bobby). Early in 1857, Peter's brother Robert decided to join them in Australia and sailed on the 'Sir William Eyre'. Not making a success of the venture they all returned to England on the 'Royal Charter' but all perished when the ship was wrecked, during a storm, on the North Wales coast. John and Robert Ballantyne had been awaiting the ship's arrival at Liverpool and on hearing the dreadful news they travelled to Anglesey and searched among the washed up bodies looking for the Hogarth Family. Robert, Peter and Georgiana were found and were buried at Llanallgo Churchyard, Anglesey, North Wales but Little Bobby's body was never found.

With the deaths of Robert and Peter Hogarth and as their father died early in 1857, this meant that there were no longer Hogarths farming at Inlandpasture and the farm had new tenants.

Researched by Eric Herbert

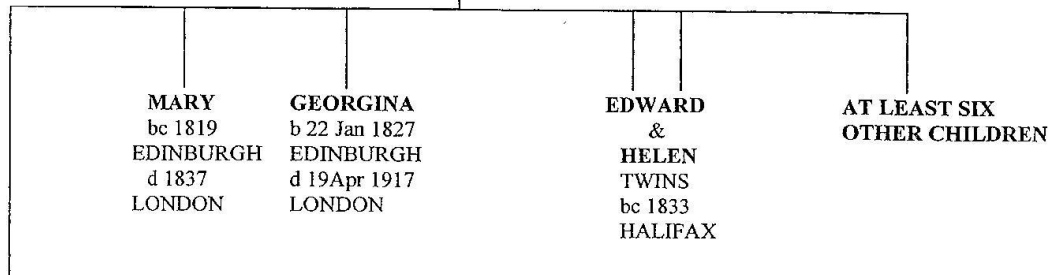
Berwick-upon-Tweed

April 1999



- (a) CHANNELKIRK PARISH, BERWICKSHIRE
- (b) 10 GLOUCESTER CRES, REGENT'S PARK, LONDON
- (c) INLANDPASTURE FARM, SCREMERSTON, BERWICK-UPON-TWEED
- (d) PROBABLY NEWTON, BEDRULE, ROXBURGHSHIRE
- (e) BEDRULE PARISH, ROXBURGHSHIRE
- (f) SCREMERSTON PARISH CHURCH
- (g) ON BOARD THE SHIPWRECKED "ROYAL CHARTER" OFF NORTH WALES

GEORGE HOGARTH = GEORGINA THOMSON
 bt 6 Sept 1783(a) m 1 Jun 1814 Edinburgh
 d 12 Feb 1870(b)



CATHERINE = CHARLES DICKENS
THOMSON m 2 Apr 1836
 (KATE) LONDON
 bc 1816 d 1870
 EDINBURGH
 d 22 Nov 1879
 LONDON

bt BAPTIZED
 b BORN
 bc BORN CIRCA
 m MARRIED
 d DIED

BERWICK ADVERTISER, 1849

The following are some interesting snippets extracted from the Berwick Advertiser at the beginning of 1849:

13 Jan. 1849

THE CHOLERA

This epidemic has fallen upon a family in Spittal and carried off the greater portion of it. It consisted of a father, mother and five children, of the name Elliott, residing in the back street of the village. The father is a sea coast fisherman, but he and his family have always been in circumstances bordering on destitution. The mother, it appears, was attacked by the disease on Friday, and on Saturday the entire family was prostrated with sickness, but not until Sunday morning was the parish surgeon called in. The disease had made too great progress in those first attacked for medical aid to be of any use, and the mother and three of the children died that afternoon. The remaining children were, up to yesterday, supposed to be in a fair way for recovery, but the father has been attacked a second time, and was very ill when last we heard of him. The mother was 46 years of age and her eldest child that died was 15. A relative removed this child to her own house in the hopes of rescuing her by greater attention, but the effort was unsuccessful..... Though the sanitary condition of that part of the village where these cases occurred seems the most favourable for generating and propagating disease, no other case has as yet appeared. In Berwick we have had no case either of attack or death since our last, and we hope we have seen all that was destined for us. The attacks have been twelve, and of these seven have been fatal.

THE HIGH PRIESTS AT THE TOLL (IRREGULAR BORDER MARRIAGES)

The death of Mr Collins (Henry Collins who carried out Border Marriages) seems to have broken the spell of monopoly, for instead of a single successor there are now to our knowledge no fewer than eight persons offering their services to the public, willing to perform the marriage ceremony on the shortest notice possible. One of those officiators told us that he had this week been oppressed with the amount of business, and he believed he should be obliged to procure an "ass" to convey him to Scotland and home again. Another showed to us a published announcement of his having commenced business, in which he states that he will be ready for his duty "by night or by day". Such industry and accommodation may well put the sons of Levi to the blush.

THEATRICALS

Many of our readers will have learnt from several published announcements that a new theatre has been erected in Upper Ravensdowne. The building is an open court, nearly at the head of the street, and its character is indicated by a projecting gas lamp having engraven on its glasses the word "theatre". The interior arrangements consist of boxes, pit and gallery, with orchestra and stage. None of these are very capacious but in harmony with each other; it is well lighted, by gas, and throughout papered and decorated, certainly in our opinion in a style more gaudy than neat...

20 JANUARY 1849

THE CHOLERA

Alexander Elliott, who in our last report, was stated to be very ill, died on Friday night, adding another to the number of victims to the cholera.

MARRIAGES

At The Union Bridge Toll, on the 9th inst, Mr. John Walker, engine keeper to Miss Margaret Graham, Tweedmouth.

At Lamberton Toll, on the 13th inst, Mr. Peter McDonald, Belford to Miss Elizabeth Wake, of the same place; on the 14th, John Newlands engine keeper to Catherine Wilson, both of Tweedmouth.

27 JANUARY 1849

FATAL ACCIDENT

On Saturday morning, about nine o'clock, two young men lost their lives by an accident which occurred at the works of the railway bridge. Inquests were held on the bodies on Monday, and from the evidence then given we have obtained the following particulars of the occurrence. The deceased, John Yeoman of this town, and Alexander Adams of Spittal, with five other workmen, were engaged at the rigging up on the gear at the third arch from the Tweedmouth shore. The men were on a scaffold, forming the fourth flat of the gearing, sixty feet from the surface of the water, and from this scaffold they were raising to the flat above a timber beam about 25 feet long. At one end of this beam was a winch; at the other end, where the deceased stood, was a block and tackle. The end of this tackle was attached to the beam by means of a chain strap formed into what is called a Blackwall hitch. This hitch consists merely of one end of the chain being laid flat on the beam and the remainder of it passed several times round both - there being no bolt, or other fastening. The end of the beam where the winch was attached had reached its required height, and the other was nearly as high, when suddenly the tackle slipped at that end, apparently caused by the Blackwall hitch having loosened its grasp in consequence of the damp condition of the beam, a circumstance of frequent occurrence where such a hitch is used, and one which is considered by practical men to render it very improper fastening to be used.

In its descent the beam struck Adams on the head and Yeoman on the upper part of the body. The other workmen, James Sutherland and George Dougal, who were at the same rope standing in front of and facing the deceased, escaped the blow. The two men struck instantly fell from the scaffolding into the water, and in their descent struck some portions of the gearing erections, one plank of which, was in consequence, broken into two pieces, and fell with the men into the water. It was then an hour and a half after full tide, and the depth of the water was about ten feet. Adams returned to the surface once, but showed no signs of animation. Yeoman was not seen to rise. The alarm being given, the men at the works on the shore hastened to the place, boats were immediately procured, and grappling irons which happened to be on the spot put into use, but yet a serious length of time elapsed before the bodies were raised. At least a quarter of an hour had expired before Adams was raised. He showed some slight signs of life at first, but by the time he

was brought to the shore he was quite dead. Yeoman was got about five minutes afterwards, apparently dead. His body was taken to the house of Mr. Lilly, surgeon in this town, who pronounced life to be quite extinct. Yeoman had one or two of his ribs broken and had besides sustained an injury to his back. Adams had a severe cut on the side of the head caused by the blow from the beam. He was 25 years of age, was married, and had one child. Yeoman was 23 years old and was also married. An inquest was held on the body of Yeoman at the Dispensary house on the afternoon of Monday, when the witnesses were examined. The manner in which the accident had occurred was satisfactorily made out, but a lengthened enquiry was entered into to ascertain the quality and condition of the chain used, whether it was sufficient for the work assigned to it, and whether it had not broken and caused the beam to fall. On these points the witness gave very contradictory evidence, and to allow of further information being obtained, the inquest was adjourned till Tuesday evening. An inquest was held on the body of Alexander Adams in Spittal on the evening of the same day, when evidence respecting the accident was given similar to that submitted at the other. Mr. Robinson, Morpeth, overseer of the carpenter work at the bridge, gave evidence as to the strength and condition of the chain used; he satisfied the jury of its sufficiency, and that the accident arose entirely from the imprudent use of the hitch in the chain we have described, and which must have slipped. Witness stated that besides the workmen having the free use of every material requisite for the work, there were included in every party of men engaged in hoisting, two persons reared to a seafaring life, whose skill in fastening warps and hoisting weights was supposed to be a security against such accidents as that then enquired into. The jury in this case came to a decision without an adjournment and returned a verdict of "accidental death". The inquest at the Dispensary was resumed on Tuesday evening. David Blackadder, one of the workmen was examined. The witness stated that he saw the accident occur, and plainly saw the chain slip from the beam. After this evidence, the court was cleared and the jury, having consulted for a short time returned a verdict of "accidental death".

3 FEBRUARY 1849

THE STEAM FERRY

The accident which three weeks ago befell the steam boat that ferried between Berwick and Spittal has been the cause of depriving the public for that length of time of the accommodation of an easy and expeditious conveyance from the one place to the other. The other boat was at the time of the accident undergoing repairs; these we understand are nearly completed, and in a few days, she will resume. We are also informed that Messrs Wilson have given orders for the building of a second boat, in the construction of which Mr. Lee is now engaged. It is to be built on a new principle, having bows at both ends, whereby the necessity of turning will be avoided, and the expedition of transit increased. In a few weeks, therefore, it is expected that both boats will be on the river.

BERWICK AND KELSO RAILWAY

It is intended, we hear, to have the line open between Berwick and Sprouston by Whit Sunday, when the present 3½ hours' journey will, with great ease, be performed within the hour. Temporary stations are to be erected at Sprouston, Sunnlays and other places, until the permanent ones, which are being contracted for, are built; and should the Railway Company study their own interests by adopting moderate charges, this partial opening will be very beneficial - much time, trouble and expense will be saved by the transport of cattle, grain, coal and lime and other necessaries.

24 FEBRUARY 1849

TO QUARRYMEN

Wanted SIX experienced MELLMEN to work Limestone at North Sunderland Lime Works.
Apply to the Foreman at the works, 20 Feb. 1849.

MUSEUM NEWS

The Four Elements Exhibition

In the last few years our summer exhibitions have developed into the high points of our year. These have been very family orientated with plenty of interactives, and they have been very popular. We have taken a number of broad themes such as light, transport, sound and money and used the collection to tell a general story, bringing in examples from Berwick whenever possible.

So why the 4 *Elements* this Year?

When I heard that the Borough's tourist brochure had the four elements as a theme, I thought it would be an ideal subject for an exhibition. Of course it is four thematic shows combined, so it is a lot more complicated than most. Also there is a considerable overlap between the sections and early on we had lots of debate about what should go where. What we have come up with now is what I hope is an entertaining ramble through the subject going from Fire to Air and Water and finishing with Earth. This arrangement is different from the traditional order of Earth, Water, Air and Fire, but is partly practical, for example, Fire had to be in the room with the Bridge Tavern fireplace.

At the very beginning we seek to answer the question, why do we have four elements? Of course now in science, we don't. We have between 105 and 109, but back in the 5th Century BC the poet and philosopher Empedocles (c.493-433 BC) was the first to define that fire, earth, air and water were the four "roots" of all matter. A little later Plato (427-347 BC) suggested the term "Elements". Then Alexander the Great's tutor Aristotle (384-322 BC), worked out the physical properties of the elements so that fire was hot and dry, air was hot and moist, water was cold and moist and earth was cold and dry. He also suggested that one could be turned into another. Now one Greek Democritus (c.460-371 BC) did say matter was composed of atoms, but hardly anyone listened to him. Empedocles incidentally had an interesting fate; he got involved in politics in Greece and had to flee to Italy. He became fascinated by volcanoes, moved into a house near Mount Etna and died dramatically by falling, or jumping (to prove he was divine), into the crater.

The ancient pagan theory was accepted by nearly all medieval Christian theorists who adapted it to fit the Bible's account of Creation. A lot of thought was given to where in the cosmos each element was located and it was generally agreed that the earth was in the centre, surrounded by water, above which was air and beyond that fire. The realm of fire could only be seen when gas escaping from the earth rose above the air to cause comets and other effects. Elaborations of the theory enabled God, angels and archangels to be included in the set up. Now Aristotle had said that the elements could be converted into each other and in ancient times and afterwards alchemists set out to prove this. Their goal was the 'philosophers stone', a substance that turned everything into a purer material; thus lead would turn into gold, and as an extra benefit, bestow

the secret of eternal youth upon the alchemist. So they all set to work, boiling and melting and distilling every substance they could get their hands on and writing it all up in the most bizarre symbolic language, full of weird analogies. This was partly to keep the processes a closely guarded secret and because alchemy was also a spiritual quest. Each substance was believed to have a spiritual 'virtue' that would decide to respond only if the operations were carried out at the right time or in the right frame of mind. Failure therefore never raised questions that the theory itself might be fatally flawed. But although nobody actually made gold from lead the experiments of the alchemists were not entirely pointless; several substances, such as phosphorus were discovered. But by the mid 17th century, thinkers such as Robert Boyle were attacking the absurd obscurity of the alchemists' descriptions and their disagreements about how many elements there were.

Increasingly precise techniques finally began to erode the ideas of the alchemists. In 1787 the French chemist Lavoisier defined an element as a substance not decomposed by chemical reactions. Experiments soon showed that the ancient elements could indeed be broken down. Air was a mixture of gases including oxygen, which was also to be found in water. It was the Manchester chemist John Dalton who finally put paid to the notion of the four elements with his revival of the ancient atomic theory. In 1805 he published his idea that all the atoms of an element were the same, had the same atomic weight and could join together to make larger molecules. The theory was debated for decades but was well accepted by 1869 when the Russian Dmitri Mendeleev produced his 'periodic table' listing the 60 elements then known and predicting others.

So science now recognizes that Democritus in the 4th Century BC was right to say that all matter is composed of atoms. Each atom has a nucleus consisting of a number of protons and neutrons around which orbit electrons. The difference between each element being (more or less) the number of the protons and electrons, so that hydrogen has 1 of each and uranium 92. The old Alchemical dream therefore of turning lead into gold is now perfectly possible, just remove 3 protons, 3 electrons and 7 neutrons from each lead atom and you will have gold. Of course the electricity bill to run the particle accelerator to do this is many times the value of the resulting gold. In the rest of the exhibition we look at the uses and application of fire, air, water and earth. But come and see for yourself! Or indeed come and help look after the show, we particularly need people on the front desk during late June, July and August.

The exhibition runs until the end of September.

Chris Green

CHARLES ALEXANDER REED (REID)

AN OLD BLYTH SAILOR

AN EVENTFUL CAREER

A fortnight ago there was interred at Berwick Cemetery the mortal remains of Charles Alexander Reed, master mariner, Castlegate, 89 years of age. The deceased was born on Christmas day, 1798, and went to sea at an early age, becoming an apprentice on board a barque called the MERCURY, of Blyth. This was an old-fashioned vessel, which had been a transport, with "tumble-in" sides, up which you could almost walk. Reid was not quite out of his time when he was shipwrecked at the Black Middens, Shields harbour.

After, the deceased shipped on board the Leith and Berwick Company's smack STATELY, which traded between Berwick and London, the captain of which was Josiah Jameson, the brother of a former Town Clerk of Berwick. Between 1813 and 1814 this vessel was proceeding to London with about 20 soldiers, as well as other passengers, when a French privateer sheered up alongside. The Berwick smacks were then armed with six 12-pounder guns, three on each side. Jameson the captain, who had been on board of a man-of-war in his younger days, when he saw the privateer coming caused the guns to be double-shotted, and ordered the soldiers to lie flat on the deck. Reid alongside, Jameson ordered a broadside to be discharged, and the soldiers to jump up simultaneously and fire a volley. Reid declared in after life that he would never forget the roar the Frenchmen gave when they were surprised in this fashion. They sheered off at once and went away.

On another occasion, when his and other smacks were lying in Boston Deep, on the Lincolnshire coast, a schooner belonging to Dundee, and laden with a cargo of tea, sugar, and silks, was approached by a French privateer. The crew got into such a panic that they took to their boat, and left the schooner with all her sails and braces set. Immediately after a breeze sprang up, and the schooner got away, although the smacks tried to capture her. She, however, was a faster sailer. The schooner was subsequently re-taken by a British privateer.

The present Sir Hugh Hume Campbell, Bart., of Marchmont, Berwickshire, once was a passenger to London by the smack STATELY, and Reid, being the youngest person on board, was deputed to look after him during the voyage, which was somewhat protracted. As a remembrance of his attention, Sir Hugh has for the last five or six years sent a trifle to Reid at Christmas.

The deceased was four years at the Greenland whale fishing, from 1822 to 1826. During two of these years he sailed in the LIVELY, belonging to Berwick. Subsequently, Reid became master of the smack PEACE, belonging to the late Mr Miller Dickson, and of the smack JUNO. While in this vessel he carried away to Leith a cargo of guns and soldiers' beds when Berwick Ramparts were dismantled. These stores were taken to Edinburgh Castle. On leaving the JUNO, Reid was for 15 years on the WIDDRINGTON, belonging to Messrs Carr. He became ill, and the WIDDRINGTON went to Ichaboe in 1844 without him for a cargo of guano, which was then coming into repute as manure. A brig called the SALEM landed her captain ill at Berwick in the meantime, and Reid was placed in command of her. She was bound for Archangle, and put into Stromness about the beginning of June, 1845. Sir John Franklin's expedition - the EREBUS and TERROR - were lying there at the same time. Reid asked for medical assistance, and one of the doctors gave it. Reid's vessel and Sir John Franklin's expedition left Stromness together. The former steered away to the north-west. The vessels on parting saluted each other. In 1846 Reid was again at Archangle with his son, and when off the North Cape of Lapland witnessed the midnight sun. The deceased after this met with some adversity, as the WIDDRINGTON, in which he had a third share, turned out an unfortunate speculation, and she was sold in 1847. After that Reid did not go a great deal to sea.

He was a very quiet man, and was the oldest Freemason in Berwick, having been made a member of the ancient craft at Wick in 1830. Reid was one of the few surviving persons who went through the form of marriage at one of the scenes of runaway weddings on the Borders. His marriage certificate is a curiosity. It is as follows:-

"Married, December 2nd, 1820. Married on the centre of the borders of Scotland. This is to certify that Charles Alexander Reid of Berwick, in the parish of Berwick, and in the county of Berwick, and Margaret Nisbet Macpherson, of Berwick, were this day married together by me,

John Forster, before these witnesses - John Forster, Elizabeth Forster. We, the aforesaid Charles Alexander Reid and Margaret Nisbet Macpherson, have allowed the above marriage at the aforesaid place, the Borders of Scotland. Given under our hands as follows - Charles Alexander Reid, Margaret Nisbet Macpherson".

Dennis Nicholson

Hon Editor