

Joseph Devey and Temperance Terrace, Berwick-upon-Tweed

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Introduction

Street names often offer insights into the social history of their times, although it may be difficult to go beyond *what* a name means to discover *why* it was used at a particular place and time. Temperance Terrace is a good example. This paper examines the early history of this small corner of Berwick and its inhabitants, preceded by an account of the fascinating life of its developer, Wolverhampton-born cycle-maker Joseph Devey (1834-1911), who only spent eight years in Berwick. Too often Victorian estate development is neglected by local historians, despite its importance, not only in towns and cities, but also in mining communities across the region. While not every street tells such a story, it is hoped that the present paper will provoke further studies of Northumberland's urban history.

Joseph Devey at Wolverhampton 1834-1888

Devey, the son of a key-maker, was successively a steel toy (i.e. jewellery) maker, blacksmith and cycle-maker. His rise to local prominence in the 1880s attracted the attention of his Primitive Methodist minister, Thomas Lowe of Wolverhampton 1884-6. (See www.myprimitivemethodists.org.uk) Lowe wrote assorted pamphlets and tracts, including the memorably-titled *auto-biographical notes (sic) Poke Your Own Fire, And Burn Your Own Lamp: Or, Sketches From The Remarkable Life And Career Of Mr. Councillor Joseph Devey of Wolverhampton* (Barnsley, 1884; copy at New College Library, Edinburgh, A.c.a.18/3). Lowe proclaimed it a *Book of Facts, with no need for an excursion into the realms of Fiction*. Devey was *too genuine a man for ostentatious self-seeking*, at one with Lowe on the *Drink Traffic*.

Joseph was one of 16 children. His father earned only 12/- per week, his mother worked as a washerwoman. The children were scantily fed and relied on old boots and clothes. Education and 'moral restraint' were minimal, though Joseph occasionally went to Sunday school. He endured physical abuse and became a 'street arab', beginning work, aged eight, for long hours at 1/- per week.

In 1846, Devey was apprenticed to a steel toy manufacturer, and his traditional 'wetting' led to *an unnatural appetite for drink*. After spells of unemployment, tramping and loafing with nights in workhouse casual wards, and occasionally in the lock-up after brawling, he eventually got a job as a blacksmith. In 1858, Joseph married Elizabeth Anslow (d.1869) and in 1872 Ellen Crumpton. Eleven of his 12 children survived to adulthood. Devey was a pigeon-fancier, dog-runner and gambler, a lifestyle uncondusive to regular work. After Elizabeth's death, Joseph lost his job as a blacksmith earning between 32 and 35/- per week, of which he spent 10/- on drink.

By late 1872, however, Joseph had signed the Total Abstinence Pledge and become a Good Templar.¹ Lowe attributes the change to Ellen, a *fortunate and providential choice... a prudent economist*. His teetotalism proved permanent, and he played a significant role in the Wolverhampton Temperance Society. In late 1883, he even bought a local pub, the *Erin go bragh* (Ireland for Ever), and converted it into dwellings, planning to do the same each year. Around 1873-4, Joseph embarked on a successful business career as a maker of bicycles and tricycles, moving to progressively large premises. Despite having

no capital, connections or prestige, his earlier experience in metalworking and the burgeoning interest in cycling meant that his gamble paid off. By 1877, the company was advertising nationally. Output grew from one machine per week to more than 100 by 1884, when orders amounted to 3,000 machines, dispatched throughout the UK, Europe, America and the Empire. When Devey moved to Ashes Works in 1884, he employed 80-100 men, specialising in high-quality machines at reasonable prices. His showrooms extended over four floors at a prime site in central Wolverhampton, and he exhibited at the 1884 *Wolverhampton Industrial & Fine Arts Exhibition*.



Cartoon of Joseph Devey
c.1880-5
www.historywebsite.co.uk

Thus far, this was a classic rags-to-riches tale, from grinding poverty, drunkenness and gambling to total abstinence and business success. In politics, Devey was Liberal and represented St. James's Ward on Wolverhampton Council. In 1885 he was elected to the Board of Guardians, but failed to get on to the School Board.

In January 1887, the business was sold to Joseph Horton of Birmingham (representing the Humber Syndicate) for £10,000. Devey bought a substantial house on the outskirts of Wolverhampton for £1,150, though he had continued to live at the works, having agreed to assist Horton for a month. Soon, however, *a moment of madness* led to a well-publicised trial and gaol. In March, Devey was arrested for stealing items worth £300. Initially, Chief Constable Major Hay said there was no reason to hold a pillar of the community, but it was a case of no smoke without fire. Despite telling Horton that the

goods had been removed before completion of the sale, Devey offered to return them. Some had been stored *under the stage* at the People's Central Hall and others at his various properties. The trial took place on 13-14 May at Stafford Assizes. Devey was found guilty of larceny and given an eight-month sentence in Stafford Gaol, plus trial costs. For such a prominent member of the community, this was a startling reversal. He had already resigned as councillor and Guardian. Despite the damage to his reputation, Devey remained popular in Wolverhampton. When released on 5 January 1888, there were *extraordinary scenes* at Stafford and Wolverhampton. Devey was mobbed outside the gaol, while *thousands awaited his arrival* at Wolverhampton, where *a procession of vehicles and a band proceeded through the main streets to his residence*.

Joseph Devey at Berwick, 1888-96

Devey faced a difficult situation in early 1888. He could have retired to his suburban villa, but evidently decided during his incarceration to move, and start again from scratch. Although he had substantial capital from the sale of his business, by a clause in the contract with Horton's Syndicate, he was obliged not to set up in the cycle business within a 200-mile radius of Wolverhampton. The geography of Britain is such that only the far south-west, around Truro, and north of Alnwick met this stipulation. The former was hardly suitable for a major cycle works, hence the choice of Berwick as the new home for the Devey family. It was a good choice, with no cycle-making competitors in a wide radius and a potential market in the Borders, Lothian and Northumberland, easily served by train. Some preliminary work must have been done by his family, as the move took place within weeks of his release. (Devey may initially have planned a new type of enterprise in Wolverhampton. In February 1889 machinery for splitting firewood and boarding, *purchased to start a new business*, was auctioned; Joseph Devey having

removed to Berwick on Tweed.)

The new concern, variously known as Joseph Devey & Co., Northern Cycle Co., Northern X Cycle Works and Express Wheel Works, grew rapidly into one of the largest concerns in Berwick. It was up and running by May 1888, with a stream of advertisements in the local press from June 1888 to August 1896 see *back cover*. (Some unwanted publicity appeared in July 1888, relating to a fracas between Devey's sons, Philip and John, and a local postman). Perambulators, wringers and mangles were also made. The Deveys were accompanied by around a dozen of their workers from the West Midlands, including clerk/cashier Joseph Biddle. The showroom in Castlegate, mentioned in a September 1888 advertisement, may have been the same as that used for many years at 114 High Street. A 15,000 sq.ft. factory was erected c.1888-90 on a 1.25-acre garden plot on the north side of Feather Bed Lane (now Brucegate). The cumbersome penny-farthings and related tricycles, that had been Devey's stock-in-trade since 1873, were

replaced by 'safeties' of modern design. There were agencies at Hawick (Robert Milligan of North Bridge, *mechanical engineer and steam engine maker*), Edinburgh (William Flint of 2 Leith Street Terrace, *Sole Edinburgh Depot for Joseph Devey's celebrated Northern Cycles...the Cheapest made, Quality considered*) and Pilgrim Street, Newcastle. Bicycles were despatched by passenger train to the agents and other customers. The parcels' tariff favoured longer distances, and, at company's risk, transport costs represented only 1.5-4% of the retail price.

A detailed account of the *well-arranged, ample and spacious* works appeared in *The Cyclist* magazine in March 1892. There were *at least 30* employees making 70-80 machines per week (3,500-4,000 per annum), of which a high proportion went to Scotland. A gas engine had been installed to avoid the high prices of the local gas company, reducing the cost by two-thirds. Problems with finding accommodation for his workers in Berwick, *a town singularly devoid of house*



Location of Northern Cycle Works and Temperance Terrace - Reproduced from the 1897 OS map

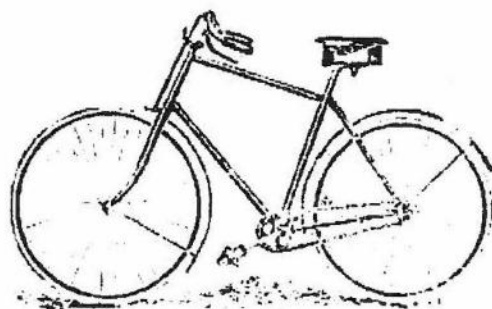
conveniences for the working classes, had led to the erection of a long row of substantial dwelling houses in close proximity to the works (i.e. Temperance Terrace), although plans for another row of similar dimensions were apparently abandoned.

In addition to the Midlands contingent, 18 local men and boys had been recruited by 1891, though advertisements for a *steady young man for polishing nickel-plate work*, also *several good cycle fitters* had appeared in the Birmingham press in 1890. Half were cycle makers or fitters, with three apprentices, one clerk and one salesman/agent. Most were young, including 10 teenagers, and generally lived close to the works, though apart from Philip Crumpton (Devey), none actually appear to have lived in Temperance Terrace. Peter Cowe, a local inventor, briefly worked as a cycle fitter, before going on to become sewing machine manager to a draper.

Press advertisements showed a current model, and Devey & Co. also exhibited their wares, for example, at Tynemouth Wheeleries Exhibition in May 1890. In mid-1889, the cheapest 'No.2' bicycle cost £4.10.0, almost two weeks' wages for a skilled workman; tricycles and tandems were offered. In June 1892, Devey donated a cycle worth £14 to the Spittal Bazaar.

Joseph Devey was naturally active in the temperance circles at Berwick, where the Good Templar Hall in Coxon's Lane had opened in 1874. 'Brother' Joseph Devey was admitted to the East of Berwick District Lodge as an Ancient Templar in March 1889, when the Border Union Lodge had 153 members and St. Mary's 81. He donated an organ to the Eyemouth Lodge, having first displayed it in his cycle showroom window! A Primitive Methodist social event, held at the Good Templar Hall in 1892, included a recitation by Philip Devey, while his wife and daughter-in-law were table-holders. Joseph regularly chaired Lodge meetings.

CYCLES.



NORTHERN X

**Our Large Depot at
114 High Street,**

BERWICK, Is now Open with a Large Assortment of all our New Designs of SAFETIES, &c., all up to date.

BUY FROM THE MAKERS

**Every Machine Warranted.
Accessories of every
description.**

**Also Perambulators, Wringing,
and Mangling Machines.
Price Lists Post Free.**

**J. DEVEY & Co.,
CYCLE MAKERS,
BERWICK-ON-TWEED.**

Advertisement for Northern Cycle Works 1893
Roxburghshire Directory

Devey remained a pigeon fancier in his new home, presumably having brought some birds with him as well as his family. In 1890, for example, he won a prize at Earlston for a Dragon pigeon, and travelled north to judge the same variety at a show in Arbroath.

Joseph Devey was elected to the Town Council on 2 November 1891 as a representative for the First or North Ward, and became a conscientious attendee. Between 1891 and 1896 he attended 65 out

of a possible 75 meetings, missing two in 1894, and four each in 1895 and 1896. He served on the School Attendance Committee from 1892-6. His name seldom appears in the minutes, usually seconding some proposal. Devey was very different from his fellow councillors, only four of whom were born outside the Borough. The majority were in retailing and building. Some belonged to the temperance movement, for example Robert Marshall and James Gilroy, while others represented the drink interest. The Berwick Temperance Reform association, established in 1890 to secure representation in local and national government, had failed to support Devey, who stood against a publican in 1891. At the March 1892 County Council election, Devey polled 160 votes, against incumbent Joseph Weatherston's 257. He also failed to get elected to the Board of Guardians, when he was one of 12 candidates for eight seats.

By the mid-1890s, Joseph Devey appeared firmly settled in his adopted town, to be succeeded in time by sons and grandsons. Yet by the end of 1896, he was back in Wolverhampton, where he started a new business at the age of 62. Why this sudden change of direction? On the evening of 6 February 1896, fire broke out in the Northern Cycle Works. The fire engine was summoned from Wallace Green and *a copious supply of water played upon the building*. The roof soon fell in, however, and it took 90 minutes to bring the flames under control, saving the main building, though the electro-plating shed was gutted, and much machinery and material was damaged. The fire must have significantly affected manufacturing capability, and it seems that a decision was soon taken to abandon Berwick. Joseph's attendance at Council meetings tailed off, and, on 12 August, his brief letter of resignation was received *in absentia*. Less informative than one would wish, it says merely that he is *shortly leaving the town*, thanks members for their courtesy over the previous five years, and encloses

the required cheque for £5. The *hearty welcome* of 1891 now became a curt acceptance.

Despite being prominent in local temperance and Methodist circles and a large employer, one gets the impression that Devey never quite fitted in. A letter published in September 1892 states his views on local issues in forthright terms: *Unless immediate steps are taken to improve the existing state of affairs, it [Berwick] will gradually sink to the lowest depths, commercially*. New industries were needed, the port entry must be improved, as should street lighting. A new seaside resort at Greens's Harbour *would far eclipse Spittal*. Similar themes featured in Devey's manifesto to the electors of North Ward in October 1891, along with protection of rights of way, improved working-class dwellings, municipalisation of the gasworks, and acquiring land for a recreation ground.

After the fire, Devey sold his business to a syndicate of *Newcastle gentlemen*, who intended to carry on making cycles *on a more extensive scale than hitherto*. The Northern Cycle Co., however, lasted only three years under manager Arthur Maynard Rowland, a cycle-maker and engineer drafted in from the south. In early 1899, an Extraordinary General Meeting at Newcastle recommended the appointment of a liquidator, and the company went out of business later that year. The entire premises, with japanning, enamelling and electro-plating shops, and machinery shops, office and stores, was auctioned at the *Kings Arms* Berwick on 19 October 1899. Devey did not abandon his northern connections entirely, however, exhibiting at a show in Broughty Ferry in 1899, and, *late of Berwick*, advertising North Express Cycles locally as late as 1904, offering two types of roadster at £8.10.0 and £6.10.0. He also appears in a list of advertising testimonials in 1902, mentioning an order for 12 cycles from New South Wales, resulting from a notice in the *Berwick Journal*. For most of the 20th century,

the premises were home to William Elder's agricultural machinery business.

Although 62 when he left Berwick as abruptly as he had appeared, Joseph Devey did not retire. He set up once more as a cycle-maker, suggesting that the 1886-7 prohibition had expired after 10 years. Briefly bankrupt in 1905, he continued in business until his death, aged 77 in 1911, at 47, Melbourne Street, only a few hundred yards from his birthplace. Three sons and a grandson worked in the business. So ended a long and varied life, including four decades in cycle-making. He had built up three prosperous businesses from scratch, but left little physical trace, other than a few cycles and his working-class dwellings in Berwick.

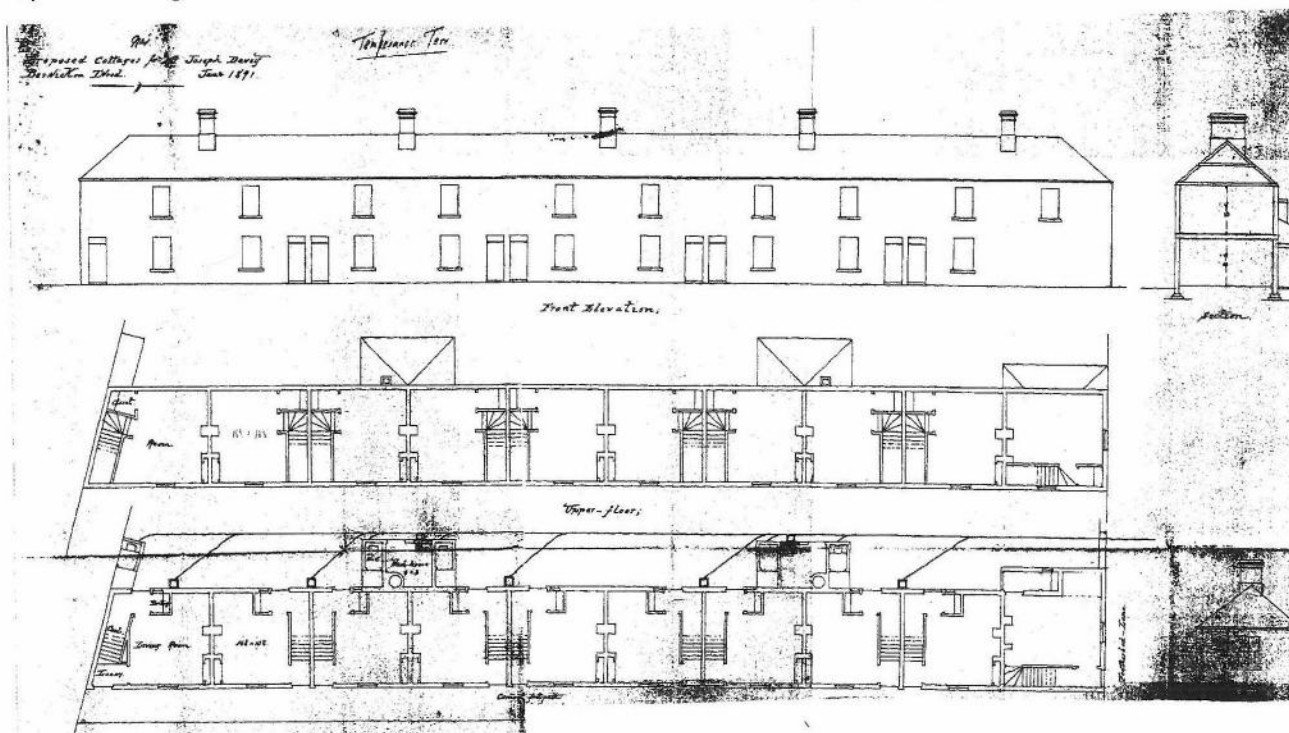
All the Wolverhampton cycle-makers returned to their home town with the Devey family, apart from Ernest Barkett who moved to Elswick. Of those locals recruited in Berwick who can be traced in 1901, eight still lived in the town. William Gray was a cycle agent in Tweedmouth. Others were variously employed as clerk, mason, groom and baker; there were few prospects for using their cycle-making skills. Of those who left

Berwick, one was in Sunderland Workhouse, one returned to Scotland, one joined the army and four were on Tyneside, one a cycle depot manager.

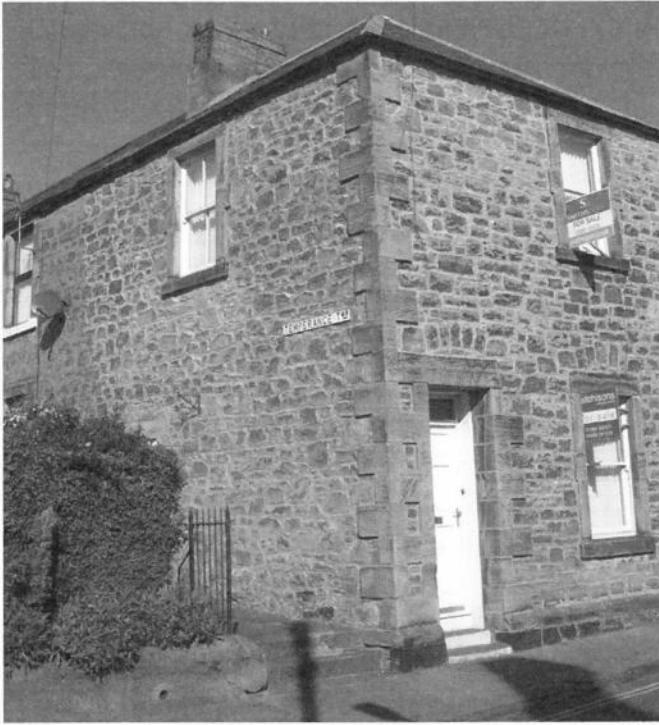
The Building of Temperance Terrace

There was considerable national interest in the public provision of decent working-class housing around 1890, in which Joseph Devey shared, even before he joined Berwick council, including his conversion of at least one pub into dwellings in 1883-4. In 1891, concern for his workers in Berwick led to the erection of 10 houses on a small strip of land along the north side of the factory, appropriately named Temperance Terrace. (Temperance street-names are concentrated in northern England, but are very rare in Northumberland.) Albert Place (1880/90s), immediately south of the factory, provided a local model for his scheme.

Plans were submitted to the local authority in late-1890, rejected and resubmitted in February 1891.² The architect was William Gray junior (1846-1933; see *Dictionary of Scottish Architects* at www.scottisharchitects.org.uk), who had lived at 2, Ivy Place, Berwick since the 1850s.



Temperance Terrace Plans and Elevation - Courtesy Berwick Record Office



No.1 Temperance Terrace, April 2014
Author's photograph

He had a varied practice which ranged from modest houses like these to villas, industrial buildings, co-op stores, churches and schools. The original specifications mention brick walls covered in cement render, but this was replaced by the local vernacular of rubble stone walls, with slate roofs hipped at the ends. There is cut stone decoration around the windows and quoins at each end. Essentially one-up, one-down cottages, they had a small lobby leading to the stairs, with a coal store beneath, and a living room (c.223 sq.ft.), behind which was the pantry. Upstairs was one large room, with a closet behind. In the undivided yard the 10 houses shared two 8ft by 8ft wash-houses, each flanked by two WCs; small gardens were provided across the access path. The builder is unknown. Possible candidates are John Cockburn, father and son, neighbours of Devey in Castlegate. John senior had 17 employees in 1881.

The Early Inhabitants of Temperance Terrace

The 1901 and 1911 Censuses and Poll Books from 1893 to 1912 (with gaps in the 1900s), identify 46 occupants, although there were probably other short-lived tenants, and some

not qualified to vote. (See Table page 30) Turnover of tenants was rapid in the 1890s, but reduced after 1900. The average period of residence was about four years, though some stayed for a decade or more. Tenancy agreements were probably short-term, terminable at short notice. The vast majority were skilled or semi-skilled workers, with steady wages. 'Flitting' to avoid paying rent was probably not significant, though short-distance moves to/from addresses within a few hundred yards *were* commonplace.

With only two living rooms, Temperance Terrace was unattractive to large families. In 1901, the total population was 39 (1.95 persons/room), with between two and eight per house; seven had three or four residents. In 1911, the population was 30 (1.67 persons/room; No.9 vacant). Occupants ranged from one to seven, but most housed only two or three.

Thirteen heads of household were born in Berwick, 11 in Scotland and three in Northumberland. Other origins include Sussex, Ormskirk, Wolverhampton, London, Ireland, Canada and Germany. Six of the 18 inward moves between 1891 and 1911 were from nearby High and Low Greens and three from Tweed Street, while three of the 11 moving out went to Low Greens and two to Church Street. The occupations of all but one household head can be identified. More than four-fifths fall into the following groups: railway employees (North British and North Eastern) (13), soldiers (8), building tradesmen (5), retailing (5), manufacturing (4), and Post Office (3). Word-of-mouth was no doubt an important factor in such clusters. Less expected are the unmarried soldiers, overflow from Berwick barracks. Railway employees frequently moved over quite long distances. Most mobile was sausage-skin maker Max Kraft. Born in Altona near Hamburg in 1870, he was at Leeds by 1891, spent seven years at Berwick from 1901 before moving to Manchester, where he died in 1913.

TEMPERANCE TERRACE, BERWICK: OCCUPIERS 1893-1912

No./Name	Dates	Born	Occupation	1891	1901	1911
1						
Ludford, Thomas	1893/4	Canada	Army Sergeant	Low Greens		
Thomson, John	1897-09	Scotland	Cabinet Maker	Foul Ford	TT	Low Greens
Dixon, Thomas	1911/2	Berwick	Butcher		TT	TT
2						
Francis, Charles	1897/8	Fife	Railway Signalman	Kirkliston	Linlithgow	
Burns, John	1898-01	Berwick	PO Sorter/Teleg'ist	Eastern La	Infirmiry	
Young, David	1901-2	Berwick	Railway Driver	Low Greens	TT	Low Greens
Clerk, Peter	1903-9	Berwks	Rly Goods Guard		Infirmiry Sq	Albert Pl
Crombie, Walter	1911-2	Fife	Police Constable	Fife	Fife	TT
3						
Devey, Philip [#]	1894/5	Wolv'ton	Cycle Maker		Wolv'ton	Wolv'ton
Woosey, David	1896-8	Ormskirk	Army Sergeant	Woolwich	Tynemouth	Southport
Alexander, Thos.	1898/9	Berwick	Various*	Ravensdowne	Woolmarket	Church St
King, James	1899-00					
Kraft, Max	1901-7	Germany	Sausage Skin Mkr	Leeds	TT	Manch'r
Percival, John	1908-9	England	NBR Ticket Coll'r		Glasgow	Marchmont
Campbell, Robert	1911-2	E. Lothian	Town Postman	Ayrshire	Tweed St	TT
4						
Watts, William	1893-5	Reading	Infantry Private	Barracks	Yorkshire	Gateshead
Gray, Mills	1896-9	Ireland	Shipping Co	Low Greens	Walkergate	
Morris, Thomas	1898/9	Notts.	Stationers Asst	Edinburgh	Church St	
Simpson, John	1899/00	Berwick	Plasterer	West St	West St	West St
Simpson, Robert	1901-3	Berwick	Plasterer	Low Greens	TT	Amble
Murray, George	1903-8	Paxton	Hotel Cab Driver		Castle Hills	Castlegate
White, Richard	1911-2	M'lothian	Railway clerk	Dolphinton		TT
5						
Leitch, James	1894/5	Glasgow	Drapers Traveller		Greenlaw	
Handyside, James	1895/6	Berwick	Rly Engine Driver	Low Greens	Low Greens	Castlegate
Watson, William	1897/8	Peebles.	Army Seregeant		Barracks	
Brough, George	1900-5	Galashiels	Paviour	Leith	TT	Edinburgh
Knowles, Henry	1906-12	Tweedmth	NBR Boiler Mkr	Dock View	Dock View	TT
6						
Wogan, William	1893/4	Derbys.	Railway Guard	Springburn		
Ryn, George	1895/6	Sussex	Army Sergeant	Ireland		Canterbury
Ormston, Thomas	1897-12	Beadnell	Railway Porter	Tweed St	TT	TT
7						
Eddington, Peter	1893/6	Glasgow	Rly Engine Fitter	Leith	Edinburgh	
Derry, George	1898/9	Gordon	Bombardier		Ncl Barrcks	Newcastle
Dixon, Thomas	1899-11	Berwick	Butcher		TT	TT
Fleming, Francis	1911-2	Roxburgh	Rural Postman	Earlston		TT
8						
McCleary, Wm.	1894/5	Edinburgh	General Labourer	Leith		
King, James	1897-00					
Studley, Mary	1901	Berwick	Soldier's wife	Perth	TT	
Wilson, James	1904-7	Berwick	Cabinet Maker	Church St	Berwick	Hide Hill
Evans, Robert	1908-9	Tweedmth	Plumber		Church St	Bridge St
Armstrong, Pru	1911-2	Berwick	Domestic ret'd	Tweed St	Tweed St	TT
9						
Jeffrey, William	1893-7	Renfrew	Private Infantry		Barracks	
Hunter, John	1903-12	Durham	Rly Teleg. Clerk		High Greens	Chatham
Oliver, Stephen	1898-12	Woodhorn	Steam Roller Dvr	S. Gosforth	TT	TT
10						
Williamson, Thos.	1893-6	Derbys.	Carter/Coal Mcht	Hatters La		
Diery, Charles	1898/9	Durham	NER Carter	Newcastle	Elswick	Elswick
Oliver, Stephen	1898-12	Woodhorn	Steam Roller Dvr	S. Gosforth	TT	TT
How, Robert	1899/00	Berwick	Joiner		Church St	Bank Hill
Welsh, George	1900-1	Berwick	Rly Driver NBR		E Lothian	
Oliver, George	1901-3	Shilbottle	Traction Eng Ownr	S. Gosforth	TT	

Notes: Blank spaces indicate information not available; TT=Temperance Terrace; NBR North British Railway; NER North Eastern Railway; [#]also known as Philip Crumpton; *1871 Grocer/1881 Stationer/1891 Hatter's Assistant/1901 E P Church Officer/1911 Private Means.

Conclusion

Temperance Terrace is only one tiny example of the thousands of Victorian building estates; its origins and its early residents are unremarkable. What sets it apart is the extraordinary life of its developer. It is a truism that there is nothing like crime for leaving a trail in the records, but Joseph Devey's rags-to-riches life and his staunch teetotalism also attracted a biographer in Thomas Lowe. Had Lowe not come to Wolverhampton in 1884, we should know far less about Devey's life. Had he come in 1887, the story would scarcely have been so uplifting! That piece of luck for the historian is matched by Devey's self-imposed/enforced exile to the Tweed, where he rebuilt his life and left Temperance Terrace as a permanent legacy in stone. Of course, not every building estate features such colourful characters in its story, but each is equally worthy of investigation.

End Notes:

¹ The Good Templars were founded in Utica, New York in 1852, with ritual and regalia modelled on freemasonry. The first branch in England was founded at Birmingham in 1868.

² Berwick Record Office, Building Control Plans LB1/24 & 1/27.

Sources:

Apart from Thomas Lowe's biographical account of Joseph Devey down to the year 1884, much of the material upon which this account is based is derived from local and national newspapers. Principal among them are the

- *Berwick Advertiser*,
- *Berwickshire News & General Advertiser* and
- *Birmingham Daily Post*.

Accounts/illustrations of Devey's bicycles can be found at:

- www.historywebsite.co.uk/Museum/Transport/bicycles/Devey
- www.OldBike.eu.

A general history of temperance in Berwick is provided by W Bell-Scott, *Berwick's Battle Against Drink 1830-1900* (Berwick, 2010).

Acknowledgement :

Many thanks to Linda Bankier, Berwick Archivist, for help with sources and fruitful discussion.

Keith Bailey is a retired senior railway manager, now living at Cornhill. His long-term historical research interests include Victorian Battersea, medieval Buckinghamshire and place-names. He is currently working on the origins of Berwick and the background to the 1018 Battle of Carham.



Nos. 6-1 Temperance Terrace, April 2014
Author's photograph