

'EVIDENCE OF GOOD CHARACTER'

INNS AND PUBLIC HOUSES ON HOLY ISLAND FROM THE EARLY 19TH CENTURY TO THE MID 20TH CENTURY.

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I began this investigation as part of a group looking at buildings of possible historic interest within the Peregrini area, my allotted area being Holy Island. One aspect of this was to investigate the use of the buildings in question, and it happened that several of them had been Inns at some time in their history. I decided to make that my focus, investigating all the Inns or Public Houses that I could find documentary evidence of on the Island, and to concentrate on the social influences on their development, and the people who occupied them. Historically, inns referred to premises that offered accommodation to travellers, along with stabling, while public house was a term that replaced alehouse. In the island's census returns and parish records, the term 'innkeeper' seems to be a catchall term for a person keeping any form of licenced premises, whether it be a larger inn with a stable, or a small cottage. In earlier directories, keepers of inns and public houses are referred to as victuallers, probably referring to them holding a victualler's licence. There were probably other licenced premises, not listed by Census or directory. For example, George Brigham, born in Kylloe or Fenwick and married to Elizabeth Burns, was described as an Innkeeper on the baptism records of two daughters in 1837 and 1839, following their move to the island from Fenwick c.1836, although in subsequent census records he is a joiner. In 1841 he was living in a cottage, since demolished on the south side of Church Lane, opposite Rosella Cottage (occupied by George and Ann Allison). By 1851 he had moved, but the Allisons were still in Rosella, with George Allison described as an Innkeeper in the parish records in 1851. Neither was listed as an innkeeper in the Census, and I can't link them to any of the Inns listed by name, so perhaps they were selling beer from their cottages as a sideline.

An observation made of Holy Island in Hutchinson's History of Co. Durham in 1794 was that the village consisted of 'a few irregular houses, two or more of which are inns'. There is documentary evidence of maltbarns and maltkilns on the island in the eighteenth century as well as of a brewhouse and a few inns in the late eighteenth. and early nineteenth centuries, as shown in the examples below. In 1825, Eneas Mackenzie noted that there were 100 houses on the island, some having been recently built, and seven inns or public houses 'some of them very convenient and respectable'. Seven were listed by name in Parson & White's directory of 1827: The Swan, the Crown & Thistle, the Plough, the Britannia Inn, the Red Lion, the Anchor, and the Ship. By 1841 the Red Lion had changed its name to the Selby Arms, the Crown and Thistle name had disappeared from the listings, and by the 1850s the Plough seems to have stopped operating as an inn or public house. By 1851 the Iron Rails, the Castle Inn, the Fisherman's Arms and the Northumberland Arms had appeared, and the Anchor was now listed as the Crown & Anchor. Nine inns were listed in Whellan's directory of 1855. Travel writer Walter White, following a visit to the island, wrote in his book published in 1859 that 'Whitewashed cottages

{...} constitute the bulk of the dwellings, while among those of better style appear nine inns or public-houses. In the last census returns [1851] the population of the island is given as 908, of whom 458 are males; hence, excluding boys, we may form a notion as to the number of customers to each public house'. However, by 1871 the number was back down to seven, with five listed in 1881 and four by 1904.

THE SWAN

The Swan was in part of a building in the western part of the large area now enclosed by a wall on the corner of Marygate and the main road into the village. It was located in the property numbered 8 on the plan below from 1850. The owner of the property, and the empty corner plot, was James Robert Roddam Lilburn, while his brother Selby Lilburn owned the adjoining property, numbered 7.



DT 254 M. Tithe Award Plan. Holy Island. 31 December 1850 (Part of)

In 1792 the building housing the two properties had two long extensions running back from its rear wall and along with the corner plot, was then owned by widow Sarah Selby, grandmother of James and Selby Lilburn. Under the terms of her husband Gilbert's Will in 1788, she inherited the property, it being the house where he then resided, and he is described as an Innkeeper, so it is reasonable to assume that there was an inn on the site by the late 18thC. Gilbert had inherited part of it, and a maltbarn, from his father George in 1739, this having passed to George from his father Richard in 1700, when the property also included a malkiln.

James Bowmaker was victualler at the Swan in 1827 and continued there until his death in January 1848, aged 71 when his widow Margaret, born in Norham, took over the licence. She was still there until her death in 1863, along with her son who was a cooper, an unusual occupation on the island, but probably connected with the herring industry rather than brewing. It was then probably taken over by John Markwell.

THE CROWN & THISTLE AND THE IRON RAILS

Of the Crown & Thistle, I have found no listing of the name later than 1827, when Robert Young was the victualler there. The only previous mention is in relation to the death notice in the Berwick Advertiser in May 1813 of Eleanor Lewin, widow, 88, of the Crown & Thistle, Holy

Island. She was the mother of Robert Lewin, who in 1792 was the owner of the building at the eastern end of Marygate that was listed as the Iron Rails on the 1851 Census, consisting then of the main property fronting the street and the long building running back along the side lane, now flats, with a courtyard to the rear. Robert died in 1793, his heirs being his widow Jane (Trotter), a son John who drowned in 1808, and two unmarried daughters. The property had probably been the family's ownership since 1709, along with a maltbarn and malkiln situated between the Heugh on the south; the old minster on the north; the Sanctuary Close on the east and the Muster Close on the west, although by 1750 these were possibly disused. Another Eleanor Lewin, widow of Ralph Lewin, Robert's uncle, died on 31 December 1809 and was described as an Innkeeper. So, the Lewin family seem to be connected with brewing and with innkeeping, and one branch of it with the Crown & Thistle Inn and the property on Marygate. Given this, and that the Iron Rails name doesn't appear in Census or directory until 1851, it was tempting to think that the Crown & Thistle was possibly renamed as the Iron Rails. However, one little piece of evidence turned up to the contrary. The London Courier and Evening Gazette of the 18th April 1809 carried an advertisement for an auction to take place on Holy Island of the prize ship 'DORROBORATO' (probably the 'Coraborata', a Danish 'Bark' captured by HMS Fury on 31st December 1808), the venue was Mrs 'Leviens', Iron Rails. So, the whereabouts of the Crown & Thistle, and whether the Iron Rails that was named in 1851 was the same place as the Iron Rails in 1809 remains unsolved. Perhaps an area for future investigation, but we might never know.

By 1841 the Iron Rails property at the end of Marygate was occupied by James Brigham, born on Holy Island the son of Robert Brigham, native of the island and Margaret Watson of Long Houghton. He is not listed as an Innkeeper (none of the Inns or Public Houses is named on the 1841 Census), although by this time it was owned by the Tweedmouth Brewery Sibbit, Dickson & Co., so it seems likely that it was licenced to sell beer, and it was a boarding house. James was operating as a carrier, as had his father Robert - the rear courtyard and stables with a large covered entrance in the side lane (still visible) would be suitable for this. In Pigot's directory of 1837, James Brigham is listed as a carrier to Berwick-upon-Tweed from Holy Island, calling every Wednesday and Saturday at the Cock and Lion, Bridge St. In 1843 he was attacked at midnight, near Alnwick on his way home from Newcastle, where he had taken lobsters to be forwarded on to London by ship. The so-called 'Highwaymen' missed his pocket watch, James having dropped it in the confusion into some straw at his feet, only making off with eighteen pence. By 1851 he was running his business further down Marygate, and Robert Straughan, born in Wooler, was the innkeeper at what was now named the Iron Rails. He remained there until 1857/8.

THE PLOUGH INN

The Plough Inn property on Prior Lane included a brewhouse, stable and yard in 1789 when it was left in the Will of William Armstrong to his son. Subsequently passing down through his heirs, it was sold in 1835 to Sibbit, Dickson & Co. In 1841 it was multiple occupancy, with no

Innkeeper listed. In 1851 it is named as the Plough, with 3 families living in it, but still not obviously an inn. It was not listed in directories of the 1850s although the brewery still owned it, so they would have derived some income from the rentals. They sold it in 1860 to James Wilson, and there is no further mention of it that I can find. Perhaps there was too much competition; by 1855 there were nine other Inns, including three that were a few doors away on the Market Square.

THE BRITANNIA INN

The Britannia Inn on the Market Square was known as the Sun Inn in 1812, when the property was leased to Thomas Wilson by Henry Collingwood Selby, and was listed as The Sun in a valuation of Selby's property in 1815. In 1816 it was bought by Sibbit, Dickson & Co., as the 'public house known by the sign of the Britannia', still with tenant Thomas Wilson, so it changed name in 1815/16. The single property as sold to the brewery was described as being 'formerly two messuages, burgages or tenements', and possibly included the adjoining cottage to the rear on Prior Lane - they certainly owned it by 1850. Thomas Wilson was still victualler of the Britannia Inn in 1827, but by 1841 the licence had passed to Richard Douglas, born in Bamborough, whose wife was widow Rachel Hall. Born Crossman, her first husband had been James Hall, who died in August 1833, aged 32 and described as an Innkeeper. By 1851 Richard Douglas was absent from the household, working as a fisherman in Goswick, with Rachel the head of household at the Britannia, occupation 'Innkeeper's wife', along with her eldest daughter from her first marriage, Margaret Crossman Hall. They seem to continue to live separately; Rachel leaving the property by 1854 and running a boarding house in Spittal by 1861, before moving to Tweedmouth. Richard stayed in Goswick, then moved back to the island by 1871. By 1854 the Britannia was run by George Grey, also a fisherman, born on Holy Island, and also listed as a shopkeeper in 1855. In 1863 the licence was transferred to George Moore, and by 1868 the licensee was David Moore.

THE RED LION/THE SELBY ARMS

The property on the west side of the Market Place had been owned by John Hall in 1792, and, under the name 'Cross House' was leased in October 1824 by the trustees appointed by his Will to Thomas Chartres and Edward Elliott, of Chartres, Elliott & Co., brewers of 14 Silver Street, Berwick, 'for use as a licenced alehouse or public house'. In December 1825 the trustees agreed to sell it to David Rennie for £450, when it was described as a public house known as the Red Lion Inn, free from incumbrances except for the lease with Messrs Chartres, Elliot & Co. John Moffat, victualler of the Red Lion in 1827, was born in Scotland and also worked as a joiner. His first wife died at the Red Lion in 1836. He married again to a much younger wife, also a Scot and the Berwick Advertiser reported the birth of their first son in 1841, by which time the pub's name had changed to the Selby Arms. The 1841 Census records Moffat as Innkeeper there with his wife and two children, and also a number of boarders, born in Scotland.

The building was owned by Henry Collingwood Selby by 1828, when he put all his Holy Island property in trust, and entailed it to the use of his nephew John Strangeways Donaldson. The indenture of 1828 instructed that anyone becoming entitled to the possession of the said hereditaments should, within one year of such entitlement, take the surname of Selby and quarter the arms of Selby with their own arms. Henry C. Selby died on 9 February 1839 following which, it is noted, his heir complied with this instruction and became John Strangeways Donaldson Selby. This is very possibly the reason for the pub's change of name at the same time.. The account book for the estate includes the annual rent for the Red Lion pub on 12 May 1839, which was £25 10s paid by Edward Elliot. By 12 May 1840, the name in the account book had changed to the Selby Arms, when Edward Elliot paid a half years rent of £12 15s. John S.D. Selby died in 1860, and the entailed estate, including the Selby Arms, passed to his grandson Thomas S.D. Selby.

John Moffat's unfortunate death at the Selby Arms in 1842, aged 55, was reported in the Berwick Advertiser. He fell headfirst into a stack of hay in the hayloft situated in the building adjoining the inn, intending to put hay before the horses in the stables there. 'Being a person of full habit, he had got so firmly fixed by the fall that he was unable to extract himself', and died of suffocation. It was reported that the deceased had kept an inn on the island for the last 30 years. Following Moffat's death, the Selby Arms was taken over by Roderick McIntosh, born in Inverness, who, by 1851 had married Moffat's widow; he also had children from a previous marriage born in Inverness. He was also listed as a shopkeeper in 1855. Roderick McIntosh stayed at the Selby Arms until around 1867, during which time he and his wife had at least 8 children, including a set of twins.

THE ANCHOR/CROWN & ANCHOR

The Anchor, to the S/E of the Market Place and also known as the Crown & Anchor, was listed in 1827 with victualler George Rankin. In 1850 the corner plot, which now has a single storey, curved wall extension on it, was not part of the premises. The Crown & Anchor property was then owned by 'Yates', most probably an eccentric spelling of Yetts, and still occupied by George Rankin. A fisherman, he had married widow Jane Yetts in 1813. Baptised Jane Lilburn in 1781, she had married Robert Yetts, Lieut. R.N. in 1803. George Rankin died in 1852 and the licence was taken over by his widow. By 1858 it had been taken over by Roddam Lilburn Yetts, the younger son of Jane's first marriage, and married to Elizabeth who was born in Norfolk.

THE SHIP INN

The Ship Inn, in a cottage on the north side of St. Cuthbert's Square, called 'The Old Ship', was owned by the Askews. Licenced to Jane White in 1827, it was taken over by fisherman John Beadnell by 1837. He died in March 1863 and the licence was transferred to his widow Martha (née Walker). It was taken over in 1872 by her son-in-law Edward Grey, a mason who had

married her daughter Euphemia. Euphemia's two brothers were both fishermen and also lived there.

THE CASTLE INN

The Castle Inn name first appears in 1855 and was situated in one half of a much older (possibly sixteenth century.) property on the site of the Lindisfarne Heritage Centre on Marygate. It was divided into two after 1792. In 1851 neither of the family heads of the two rentals, William and David Mossman, was listed as an innkeeper. Thomas Thew was listed as its victualler in 1855, but was no longer licensee in 1858, when it had been taken over by John Clark. In 1861, Robert Clark, born in Adderstone, was running it and had married Isabella, the sister of William Mossman who was living next door in the other rental. In 1876, the licence was transferred to Robert Brigham (3rd time lucky, he had already had his licence applications refused for the Selby Arms in 1871 and Britannia Inn in 1873, both vacant at the time). Robert, a carter and a farmer, later a fish merchant, and married to Anabelle Markwell, was the son of James Brigham, carrier, who had occupied the Iron Rails property in the 1840s.

THE FISHERMAN'S ARMS

The Fisherman's Arms was in the cottage facing the west end of Marygate, now called 'Town View'. It was built sometime between 1792 and 1850, possibly incorporating the end wall of an older building on its north side. In 1841 it was occupied by James Wilson, a fisherman, listed as the owner/occupier in 1850 and married to Elizabeth Kinghorn. It doesn't appear to be an inn in 1841, but is first listed as the Fisherman's Arms in 1851, with Innkeeper William Rankin, also a carrier and farmer. The son of William Rankin, butcher on Holy Island, he had married Isabella, the daughter of the aforementioned James Wilson. In 1858 William was prosecuted for using two below standard measures, and fined 6d per measure plus 15 shillings costs. Richard Gardner, also a farmer, born in Hazlerigg had taken over by about 1866, and was described in 1872 as the owner/occupier of the premises. He married Jane Bell of Holy Island in 1859.

THE NORTHUMBERLAND ARMS & THE IRON RAILS

The Northumberland Arms property on Marygate (renamed the Ship Inn in the 1990s) was occupied in 1841 by William Wilson, although not obviously an Inn at that time. William, born in 1795, was the son of Ralph Wilson and Isabel Patterson, and was a pilot and Harbourmaster, as his father had been for upwards of 40 years, until his death in 1840 aged 83. In 1835 William married Mary Grey, widow (née Crossman, married first to William Grey in 1812). The Northumberland Arms is first listed by name in the Census of 1851, with William Wilson the Innkeeper. His brother Alexander was also a pilot and a landowner on the island, and another brother Ralph, who married Sarah Grey in 1805, drowned at sea in 1814, aged 30. Ralph and Sarah's son Ralph took over the licence of the Northumberland Arms on the death of his uncle William in 1857. He was also a pilotmaster, Harbourmaster, and superintendent of Lifeboats, and died in 1872, when the licence was endorsed to his widow Jane. William's widow Mary

probably took over the Iron Rails from Robert Straughan in 1857/8 - Mrs Mary Wilson is listed as victualler in a directory of 1858 - but died in October of 1858. William Wilson's first cousin, another Ralph, born in 1781 to James Wilson and Elizabeth Gibson, was the brother of James Wilson, owner of the Fisherman's Arms. Ralph married Jane Hall, and their son, yet another Ralph Wilson, married Mary Dawes, born in Norfolk the daughter of Richard Dawes and Sarah Crossman. A ship carpenter, in February 1859 Ralph the younger took over the Iron Rails, so there were two Ralph Wilsons, second cousins, running pubs two doors away from each other at the same time. In the 1860s, when the herring fleet was at its height, there were newspaper advertisements to let a herring house and yard situated behind the Iron Rails; application to the Tweedmouth Brewery. The 1st Edition O.S. map of c.1860 shows that by this time there were buildings around the remaining two sides of the rear plot, with a courtyard in the middle.

BREWERY CONNECTIONS

The abovementioned Mary and Sarah Crossman were sisters. They, and Sarah's twin, Rachel Crossman (later Hall, then Douglas), already mentioned in relation to the Britannia Inn, were the daughters of William Crossman and Margaret Gilchrist, who had married in Holy Trinity, Berwick in 1781, William being a gunner on Holy Island by 1820. Their brother was Robert Crossman who was manager of the Tweedmouth brewery in the mid-1830s. He was one half of Pratt & Crossman, listed under Brewers in Silver St., Berwick in Pigot's directory of 1837 and in the 1841 Census he was listed in Silver Street as a brewer, with his wife Sarah Douglas and eight children. In 1846 he went into partnership with James Mann of the Albion Brewery in Whitechapel and Thomas Paulin, to become Mann, Crossman and Paulin at the London brewery. Robert later acquired the Cheswick Estate, building Cheswick House in 1859, and the Manor of Holy Island. His son James Hiscutt Crossman joined the brewery in 1860, and another son Alexander was also a brewer.

Ralph Grey, owner of the Northumberland Arms property by 1850, was a coast waiter on the island and married Eleanor Lilburn in 1809. His brother William was Mary Crossman's first husband, and his sister was Sarah Grey who married Ralph Wilson in 1805. Ralph and Eleanor's son James Grey took over the ownership of the Northumberland Arms. He was a brewer at the Silver Street Brewery in Berwick by 1851 and was a managing partner of the Border Brewery by 1867 when he left to take over the business and premises of Thomas Cockburn & Son, Wine Merchant, Hide Hill, Berwick, which was renamed James Grey & Sons. By the 1860s the Border Brewery based at the Silver Street Brewery premises, also operated the Tweedmouth Brewery. Border Breweries Ltd. was registered in 1899 to acquire the business. There was also the Tweed Brewery at No.12 Silver Street, which joined with Border Breweries Ltd in 1924 to become Berwick Breweries Ltd, based at 12 Silver Street, which was eventually subsumed into Vaux & Associated Brewers Ltd., Sunderland.

FALLING NUMBERS FROM THE LATE 1860s

THE SWAN

In 1867, the sale of 'a most desirable building plot' was advertised, namely that 'CORNER PROPERTY on Marygate, at the main entrance to Holy Island' comprising the Swan Inn and adjacent house, with extensive back premises and two gardens attached. The proprietor was Capt. Lilburn R.N. It was still open in 1868, as the then landlord John Markwell brought a charge against a man for the theft of 1 shilling and 10d from his wife's pocket. However, the prosecutor did not appear, and it was revealed that both he and his wife were drunk at the time. Case dismissed. The buildings were demolished by 1870, and the plot built on - the Reading Room in 1870 shortly followed by Cambridge House.

Licensing legislation played a part in the decline in numbers of licenced premises. The Wine and Beerhouse Act of 1869 brought all licensing back under the control of the local justices. Previously, under the Beer Act of 1830, anyone meeting a ratepaying requirement could, for 2 guineas, obtain a licence from the Excise to sell beer or cider, thus bypassing the veto of the magistrate. The idea being to encourage people away from cheap and more alcoholic spirits, especially gin, towards beer - thought to be more healthful and nourishing. However, almost immediately after, an article that appeared first in the Leeds Mercury was reproduced in the Berwick Advertiser of 23 October 1830, claiming that since the Act came into operation 'the votaries of Bacchus have guzzled immense quantities of liquor', the result in a house in Dewsbury being that the clientele retired early with 15 black eyes. By 1834 Parliament was debating the issue, and continued to do so until 1869 (and beyond). They had not foreseen the enthusiasm with which the populace would embrace this easier access to beer, with an explosion in the number of beerhouses, often located in the room of a house or part of a shop - and a perceived increase in drunkenness, 'the greatest cause of poverty and crime', so said Sir W. Lawson in 1869, backed by the temperance movement. There may have been premises on the island operating under a beerhouse licence over which the magistrates had no control - possibly the Plough in the 1840s and 50s when it was not obviously an inn but still owned by the brewery, or those operated by George Brigham and George Allison probably from their cottages, as mentioned at the beginning of this study. However, in the period leading up to the 1869 Act, the listed pubs or inns on the island were almost certainly held under a victualler's licence, still under their jurisdiction, and they did attempt to enforce opening hours. In March 1868 David Moore of the Britannia Inn was fined 1 shilling plus 13 shillings costs for keeping his house open during prohibited hours on a Sunday morning. Martha Beadnell of the Ship Inn was fined at the same session for a similar offence on Good Friday.

Under the 1869 Act, and its amendment in 1872, grounds for the refusal of an application included a lack of evidence of good character of the applicant; if the premises, or any adjacent property be occupied by thieves, prostitutes or persons of bad character, or the forfeiture of a previous licence through misconduct. Constables could at all times enter and examine licenced premises. Licensing hours were more strictly controlled and placed at the magistrates'

discretion, with tougher penalties for exceeding them, thus attempting to control drunkenness, although it seems that the licencees were the guilty parties here. In the Norham & Islandshire (N & I) district, opening hours were set at 6am-11pm on weekdays, and on Sundays, Good Friday and Christmas Day were 12.30pm-2.00pm and 6.00pm-10.00pm. Rating requirements were also raised, trying to ensure a minimum standard for premises. Several premises closed as a result of having licence applications refused or licences withdrawn.

THE SELBY ARMS

In 1867 there were several newspaper adverts to let the 'Old Established Hotel' the Selby Arms, with stabling, coach house etc., attached. Applications to the Border Brewery Co., Berwick. The premises were still vacant in 1871, the Border Brewery lease having expired, although a new lease had been taken by Johnson & Co. of the Tweed Brewery at 12 Silver St., Berwick. Robert Brigham applied for the licence, and Mr Weatherhead said on his behalf that if the licence were not granted, it would cause grievance to the owner, Mr H. Gregson, Esq., of Lowlyn, and to the brewery who would still have to keep the house for the term of the lease (10 years), and letting the property as tenements would result in less profit than if it were operated as a public house. However, Mr Gregson reassured that if the licence were not granted, the brewery would be freed from the lease. The application was refused on the grounds that as there were already seven Public Houses, no more was needed. That was not the view of Mr Weatherhead who thought that the more the better 'because parties would not then fall in with persons with whom they did not want to mix'

In November 1883, Thomas Strangeways Donaldson Selby sold his inherited property on Holy Island, including what was then described as 'the old Selby Arms', to Robert Crossman. By 1901 the property was named Selby House and was a boarding house, run by Miss Mary Yetts, born in Queensferry, Fife. The adjoining stable/coach house building was converted into a separate dwelling in 1971/2. The external stone steps built against the side wall up to a door at first floor level, possibly leading to the hay loft where John Moffat died, are still there.

THE BRITANNIA INN

By 1871, Eleanor Moore, widow, held the licence of the Britannia Inn. She was evidently taking in lodgers, as when she applied for a licence renewal on 30 September 1871, complaint was made by the police that on the 18th of that month she had locked out two masons lodging at her premises, and moreover she was drunk. Her application was refused on the grounds of the want of good character, and the Inn closed. In 1873 Robert Brigham applied for the licence for 'the house formerly known as the Britannia Inn', but was refused on the grounds that 'as there were already six Public Houses for a population of 500-600, no more was needed'. It became Britannia House and was part-occupied from 1884 by newly married George Lilburn and his wife Annie Maria (née Grey), where they lived for the whole of their married life of 54 years, until George's death there in 1938.

THE FISHERMAN'S ARMS

On 15th September 1888, Richard Gardner of the Fisherman's Arms was charged with drunkenness on the premises and with being drunk and disorderly on the highway. He pleaded guilty to being drunk but denied being disorderly. He was fined 10 shillings plus £1 8s 8d costs or one month's imprisonment. The report fails to mention which option he selected. The following year his licence renewal application was refused on the grounds of his previous conviction. Furthermore, Supt. Kennedy reported that the house was not conducted in a proper manner, and there was no necessity for it as there were 6 for a population of around 500. In Gardner's defence, Mr Weatherhead said that he had kept the premises for 26 years. However, he had promised to keep a certain niece away from the premises and she had returned - he being unable to keep her away. Gardner's wife had died in 1874, and in 1881 his niece Mary Gardner, unmarried and aged 44, was living in the household as a housekeeper - what had she been getting up to! Gardner, also known as 'Ritchie', would act as banker to some of the fishermen who frequented his establishment, assisting them in the purchase of new boats, gear, etc., and apparently had a very large slate on which he would chalk up their debts, run up during bad weather when there was no money about. These were generally cleared after the first big shareout. The crew of a particular coble came in on a Friday night, when after a meal of salt cod, roasted on the fire in the kitchen bar, they would hold a 'beer shifting' competition, the winner being the man who could drink the most beer without leaving his seat. The prize was that he need pay for no beer on the next two Friday nights. They would sometimes be there until nearly midnight 'without flinching an inch'. Gardner was listed on the Census of 1891 as a retired innkeeper, as he was on his probate record following his death in 1900. I can find no mention of the Fisherman's Arms after the licence refusal.

THE SHIP

By 1897 Thomas Henry Walker, a fisherman, had taken over the licence of the Ship from his father-in-law Edward Grey. However in 1903 the premises were inspected by PC Carr, accompanied by the Superintendent, as a result of which, in March 1903 the licence was withdrawn. They found the premises in a dirty condition, with the landlady sweeping up after baiting some fish-lines. There was no accommodation beyond the small kitchen, which was altogether untidy, and no urinal accommodation whatever. It was argued in Walker's defence that as he was a fisherman, and the premises appeared to be used solely by fishermen, it was not unusual for there to be baited lines, and for it not to be as clean as might be expected in a hotel. Walker, however conceded that he may as well be done with the licence as he was losing money, not making it. It was also mentioned by the licencing court that there were 5 public houses for a population of 402, including four houses within 200 yards.

With the closure of the Ship, the number was down to four by 1904; the Iron Rails, listed as a Hotel in 1911, and the Crown & Anchor, both owned by the Border Brewery, and the Castle

Hotel, jointly owned by the same brewery and Mr Lamb of Warkworth. The Northumberland Arms, also listed as a Hotel in 1911, was owned by William and James Lilburn Grey of James Grey & Sons, Berwick, who had taken over ownership from their father James Grey on his death in 1900.

FAMILY CONNECTIONS -

THE NORTHUMBERLAND ARMS, THE IRON RAILS, THE CROWN & ANCHOR AND THE CASTLE INN

As demonstrated in the discussion so far, family members taking over a licence was a common occurrence on Holy Island, and this continued into the twentieth century. Jane Wilson held the licence of the Northumberland Arms until 1880, when it was granted to her son George William Wilson, who had also taken over from his father the post of Harbourmaster. George married Jane Rankin Grey, daughter of George and Margaret Grey of the Britannia Inn (1850s-1863), and moved from the Northumberland Arms to the Lindisfarne Private Hotel in 1930, which by this time was being run by his daughters Jane and Eleanor Grey Wilson. George was also a Lloyds sub-agent, local secretary for the Shipwrecked Fishermens' and Mariners' Benefit Society and member of the Parish Council, and, according to the notice in the newspaper following his death in 1936, had carried thousands of summer visitors to the Farne Islands in his fishing yawl. His son Ralph leased the Manor House from the Crossmans and, with his wife opened it as a private hotel in 1921. They also organised events off the Island. In 1936 Mr and Mrs Wilson had arranged a dance, to be held in Newcastle's Grand Assembly Rooms on 29th January, although it had to be cancelled due to the death of King George V. Ralph had served with the RNVR throughout WWI, and his wife served 2 ½ years with the Queen Mary's Army Auxiliary Corps (QMAAC), rising to the rank of sergeant. Ralph's elder sister Margaret Ann Grey Wilson married Edward B. Teago in 1912. Their son Edward George Colin Teago was proprietor of the Manor House Hotel by November 1938, when he was fined 6 shillings at Alnwick Petty Sessions for failing to sign his driving licence at Market St., Alnwick. A Merchant Navy Officer, awarded the Merchant Seaman's Medal for service 1939-1945, he married Peggy Allison, the youngest daughter of George Allison of the Crown and Anchor, in 1952. The report of their wedding in the newspaper made much of the observance of traditional customs at the wedding, as they had at the marriage in 1931 of Peggy's older sister Anabelle to George Douglas.

By 1881, Ralph Wilson had moved from the Iron Rails, still occupied as a shipwright, and also a fish merchant elsewhere on the island, and George Brigham had taken over. Born in Fenwick, he was the son of George and Elizabeth Brigham, previously mentioned as an Innkeeper in the late 1830s. He was also a joiner, as his father had been (a brewery insurance policy of 1947 for the Iron Rails includes a joiners shop with one bench, situated in one of the buildings to the rear, which had possibly been put in by him). George married Jane Murdie, born in Callaly, and they

had 5 daughters, two of them assisted in the business and another, Alice Jane, was a Mistress at the National School for 27 years until she left in 1917. In 1898 George was fined 30 shillings for selling whisky adulterated with water to the extent of 32.8% under proof. His wife died in 1908, and when he died in 1916, his daughter Elizabeth Burns Brigham took over the licence of the Iron Rails and ran it with the help of at least one of her sisters.

By 1881 Robert Lilburn Yetts, had taken over the Crown & Anchor from his uncle Roddam Lilburn Yetts, Robert being the son of Roddam's elder brother Robert, and born in Haddock, Sussex. Nicknamed 'Yelty', he was assistant Overseer as well as innkeeper. He married Catherine Grey, born in Newcastle. Robert Brigham was at the Castle Inn until 1888, when he took over the Crown and Anchor from Robert L. Yetts, which premises were also run as a posting house in the 1890s. The Castle Inn licence transferred to Robert's brother John Brigham, also a carrier. Robert Brigham died in 1897 and the the Crown & Anchor was taken over by his son James, a carter and farmer. James married Maggie Burgon of Berwick, and went on to take the tenancy of Bebloe farm in 1904, when he moved to the farmhouse in the village steading that was part of Bebloe. He gave up the farmhouse in 1909, moving to Cambridge House rent free 'or rather as a reduction of his farm rent (Crossman Holdings book). His widowed mother Anabelle had been running Cambridge House as a boarding house. In addition to Bebloe Farm, he took the tenancy of St. Coomb's Farm in 1918. The Crown & Anchor was taken over by Dennis Halloren, born in County Cork. Following Halloren's death in 1925, George Allison applied for a transfer of the licence, and at the licencing court relatives of the late landlord were anxious to support George's application 'as he was a friend, and a respectable man'. George died on 21 December 1954 and the licence transferred to his son George on 11 June 1955.

Sarah Brigham, the sister of the abovenamed James Brigham, married Thomas Kyle of the Castle Hotel in 1897. Thomas was a fisherman and Lifeboat Coxwain, following on from his father George, and at his funeral in 1937, his coffin was draped with the flag of the RNLI. His son Robert Brigham Kyle, a Trinity House pilot and Pilotmaster, held the Castle licence from 1937-August 1943 when it was taken over by his sister Annabella Brigham Kyle ('Bella'), until May 1946, when it was transferred back to Robert. Bella Kyle married George John Renton in 1938 and they occupied the Castle Hotel in the 1940s and 50s; Bella died in 1959. Thomas Kyle had purchased the Northumberland Arms from James Lilburn Grey in 1930 when the premises were vacated by George William Wilson, and the licence was then held jointly by Thomas's son and daughter George and Margaret Olive ('Olive'), from 1930. Ownership of the premises also passed to them in 1931. George Kyle was prosecuted in 1937 for serving alcohol at the Northumberland Arms after closing time to 10 visitors from Newcastle, Edinburgh, Sunderland and Peebles. He was caught out by two plain-clothes constables who remained one and a half hours after closing time drinking grapefruit juice, which you'd think would have aroused suspicion! He was fined £5 and costs, and the visitors fined 10s each.

George's sister Olive Kyle married Norman Luke, a younger son of Sydney James Luke and Wilhelmina Peddie Brigham, the sister of Elizabeth Burns Brigham of the Iron Rails. Norman's brother, also Sydney James, took over the Iron Rails following his aunt Elizabeth's death in 1939, his brother George Luke then took over in 1957 until 1961. Following a visit to the island in 1955, Professor Sheddick observed that Norman and Olive Luke's son Norman had finished school and was an apprentice chef at the Seaburn Hotel in Sunderland, 'the mother and father are training him to take over the Northumberland Arms', later noting in 1959 that 'young Norman Luke started his National Service in March'. Norman duly took over the Northumberland Arms licence in 1964.

TOURIST DESTINATION

A concern displayed in the licence withdrawals for the Fisherman's Arms and the Ship is the conduct and condition of the premises, they were also both small, basic cottages. A significant factor in the development of the island's licenced premises from the latter part of the nineteenth century was an increase in the number of holiday visitors. Plans were submitted on 24 September 1892 to the Licencing Court on behalf of the owner of the Northumberland Arms for the enlargement of the house, providing new bed and sitting rooms in view of the island becoming more popular as a seaside resort. Another owner resorted to extreme measures. On John Brigham's annual renewal application for the Castle Inn in 1892, an application was submitted to the bench on behalf of the owner Mr Lamb for the demolition and rebuilding of the house. His reasoning being that, with Holy Island rapidly coming to the front as a resort for visitors, this house was not in a satisfactory condition, owing to its age. 'Mr Lamb had determined in a somewhat patriotic way to pull it down' and rebuild in such a way that would provide increased accommodation for visitors, and to add a stable and coachhouse for the convenience of day visitors. Permission was granted. It had re-opened as the Castle Hotel by 1901 with Thomas Kyle running it.

The local council also had a hand in trying to improve the facilities in licenced premises. In June 1899, as the result of a report by their Inspector of Nuisances, it was resolved by the N & I R.D.C to serve a statutory notice to the Border Brewery in respect of the Crown and Anchor to provide it with proper sewerage, a privy and an ashpit, which, by August 1910, they were reported to have done. A letter was also written to the scavenger there requesting he give more attention to the open sewers. In 1926, the Finance and Building Bye Laws Committee approved plans for a urinal and drainage at the Crown & Anchor. On 4 July 1910, It was recommended that the portion of cobble stone channelling in front of the Iron Rails Inn be lifted and an iron pipe laid down with a gully trap at the end, to discharge into an open cement channel. In September 1910 the offer of Messrs Gray & Sons (£10.0s.8d) was accepted for putting in a sewer at the Iron Rails. In May 1912, concerns were raised by the R.D.C. regarding sewage from the urinal and premises to the rear of the Castle Hotel leaking across the road. Contact was made with part-owner Mr Lamb and the Border Brewery Ltd, and it was apparently dealt with by

September; the Committee supervising sewerage improvements suggested contacting the Brewery for permission to connect the Council's street gulley to the recently installed drain at the Castle Hotel. Later insurance and planning documents suggest quite a collection of buildings to the rear of the premises that might have caused the problem; a stable and coach-house, along with 2 earth closets, a urinal, a pigsty, ashpit and henhouse.

A scheme for the improvement of the water supply was put to the islanders in 1936, although this was less concerned with its quality, than with most residents still having to carry it up from the Well, some paying 'youths' to carry it for them. The Berwick Journal of 15th May carried a discussion of it, suggesting that older members of the community are happy with things the way they are, the quality of the water being good, but that those who cater for visitors would appreciate water being laid on to their premises. However, what is really wanted is a sewerage scheme, 'it being beyond the comprehension of those who live in towns that on the island there is scarcely any form of sanitation as we know it', the stumbling block being finance. The general consensus was that those likely to benefit from visitors would be willing to pay their share, one gentleman arguing that 'we certainly need it for the visitors, and it is the only way we can make money these days'. By 1955, Professor V.G. Sheddick on a visit to the island noted that work had gone ahead; the pumping station was completed and the water tower nearing completion. Individual houses have installed and are installing water points and water closets. However, only those who have their own sewage pipes can operate these new facilities. A sewerage scheme was proposed in 1956 at a cost of £21,000, but there was concern that the shellfish picked on the island would be infected by the outfall.

The Northumberland Arms seemingly had an adequate water supply in 1936, as plans were approved for an increase in bedroom and bathroom accommodation (no extension to the existing licenced premises required). In 1956 planning permission was granted for improvements to the Crown and Anchor that included ladies toilets. The stables on the east side of the premises, being no longer required, were converted into single storey living accommodation, and the open yard area on the Market Place corner, with the curved front wall, was built on to provide an extension to the bar area. In 1955 plans were approved for improvements to the bedroom accommodation at the Castle Inn, as well as new ladies toilets just to the right inside the front door, and on the first floor a new toilet and bathroom and a new basin in each of the five bedrooms. In 1957 permission was granted for ladies and gents toilets at the Iron Rails, alongside other improvements. This, however, was on the condition imposed by the Public Health Inspector that, in view of the advent of the new Food Hygiene Regulations, a service door should be constructed in order to avoid carrying food through the bar from the kitchen to the dining area. Plans included of the existing property indicate an underground water tank in the rear courtyard.

COMMUNITY CENTRES

Several of the licenced premises hosted legal and community events and offered additional services to visitors. In the second half of the 19thC. The Selby Arms, until its closure, and the Northumberland Arms hosted inquests, and Manorial Courts were also held in the latter. The list of Jurors in the Court Baron of 1839 included two innkeepers: John Beadnell (Ship) and George Rankin (Crown & Anchor). In August 1887, Mrs Wilson of the Northumberland Arms and Mrs Brigham of the Iron Rails advertised the offer of refreshments to pilgrims on an organised visit to St. Cuthbert's shrine. Sandwiches, biscuits, etc., were available, or a 'plain luncheon' could be supplied for 2 shillings on application to the above. In 1907, Thomas Kyle of the Castle Hotel applied for an extension to licencing hours on the evening of 24 December on the occasion of a supper for the Holy Island Lifeboat crew. However, Supt. Bolton objected, saying that Christmas Eve was not a 'proper time' to have it. The bench agreed and Kyle was forced to change the date to the night after Christmas. The following year George Brigham of the Iron Rails applied for an extension to opening hours until midnight for five nights in June on the occasion of the Annual Regatta of the Northumberland Yacht Club. He did so again in 1912, when George Wilson of the Northumberland Arms also applied for the same, along with an extension on the occasion of his daughter Margaret's wedding. George Allison of the Crown & Anchor applied for an extension of hours on 14 February 1947 for the British Legion Dinner, and in January 1955 a re-union dinner was held at the Northumberland Arms for past and present members of the North Sunderland and Holy Island Lifeboats. It was the first of such re-unions to be held since the end of the war and sixty men were present, who 'spent the evening in song and story' (Berwick Advertiser).

In 1915 and 1916 conveyances could be ordered from George Wilson at the Northumberland Arms, this appearing in a newspaper advert headed "How to get to Holy Island". Premises could also be places of refuge. In 1873, the screw-steamer "Pladda" of the Dundee and Newcastle Steam Shipping Company was wrecked near Emmanuel Head at Holy Island, having struck upon the rocks during a raging storm. The event was reported in the Shields Gazette and Daily Telegraph of Wednesday 8 January. A large number of passengers were on board bound from Dundee to the Tyne. Survivors of the wreck 'were taken charge of in the kindest manner possible by Mr Wilson of the Iron Rails Hotel, Holy Island, who afforded his unexpected visitors every succour and attention in his power, and for which kindness they felt a deep sense of gratitude.'

IN CONCLUSION

Following a steady increase in the island's general population from 1800 to 1831, and a small decline of 27 by 1841 (mainly females; the male population increased slightly), by 1861 it had increased to peaks of 935/463 in the general/male population, following which there was a steady decline in the general population to 359 by 1911. The rise and fall in the numbers of licenced premises roughly corresponds to this population trend, which was fuelled largely by the

rise and decline of the lime and fishing industries. However, although population numbers should be seen as part of the equation, other factors were influential alongside it. From a few brewhouses and inns, probably selling their own beer, nearby breweries recognised a potential market on the island and started buying and leasing properties as outlets for their product. Individuals saw innkeeping as a way of generating extra income alongside their usual occupation. Property redevelopment was a factor in the closure of one pub and the survival of another. The ratio of premises to population number was one of the main reasons cited by licencing courts in refusing or withdrawing a licence, but it was the licencing legislation that handed them the means to do it, especially after 1869, by providing stronger grounds for refusal, influenced by a less tolerant attitude towards the behaviour associated with drinking, particularly in public.

Tourism of a kind was happening on the island during the 1800s, as Mackenzie noted in 1825 that the island's 'healthy and romantic' situation has made it a 'place of great resort'. In the 1840s the 'Mansion House', or Manor House, was advertising rooms, suites or the whole house, 'elegantly furnished' to let for the bathing season, with hot, cold and shower baths, with sea and fresh water. However, the weekly terms suggest that these were visitors coming to the island with the money and time to spend a week indulging in therapeutic baths, and by 1850 the house was being advertised furnished or unfurnished as a longer term private let. With the decline of the fishing and lime industries on the island, by the 1890s the potential of tourism as a major, alternative source of income was recognised, as was the need to adapt in order to take advantage of it. The four licenced premises that survived through to the twentieth century were larger properties whose owners had more scope to increase bedroom accommodation and to set areas aside for dining. Stables, once seen as important for the use of visitors, were converted. By the 1930s, two private hotels had also opened. An obstacle standing in the way was the poor state of the sewerage system and inadequate water supply, but then in the mid 1950s, an upgrading of the latter seemed to prompt a spate of improvements to toilet and bathroom facilities, including ladies toilets inside the premises, publicans now needed to accommodate their female customers. Probably the opening of the new causeway in 1954, bringing even more visitors, played a part also.

The Inns and public houses discussed were also transport hubs, and occasionally shops. They hosted legal functions and ritual events such as weddings and annual dinners for local clubs and societies. Not all of the innkeepers were natives of the island, and of those who were, several married women from elsewhere. One of the features has been licences passing from one family member to another, including widows taking over following a husband's death, or a daughter from a father, so it was not unusual for a woman to hold a licence, and several families seem to develop a tradition as innkeepers and hoteliers, some of which also had family ties to the local breweries. It also wasn't unusual, particularly during the nineteenth century, for licencees to pursue other occupations alongside innkeeping, suggesting that neither was very lucrative on its

own. Occupations were often handed down from father to son, and included trades and duties that made important contributions to community life; joiners, farmers, fishermen, pilots, Harbourmasters, and Lifeboatmen. In this respect, even though they might occasionally flout the licencing laws, they showed 'evidence of good character'.

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