

A FAMILY HISTORY

BERTRAM GORDON VALENTINE AND MARGARET HELEN JAPP

FROM PROGENITORS TO PROGENY

VOLUME II
APPENDICES

(See Volume I for The Narrative History)

Compiled by Gordon Alexander Valentine

1994-1999

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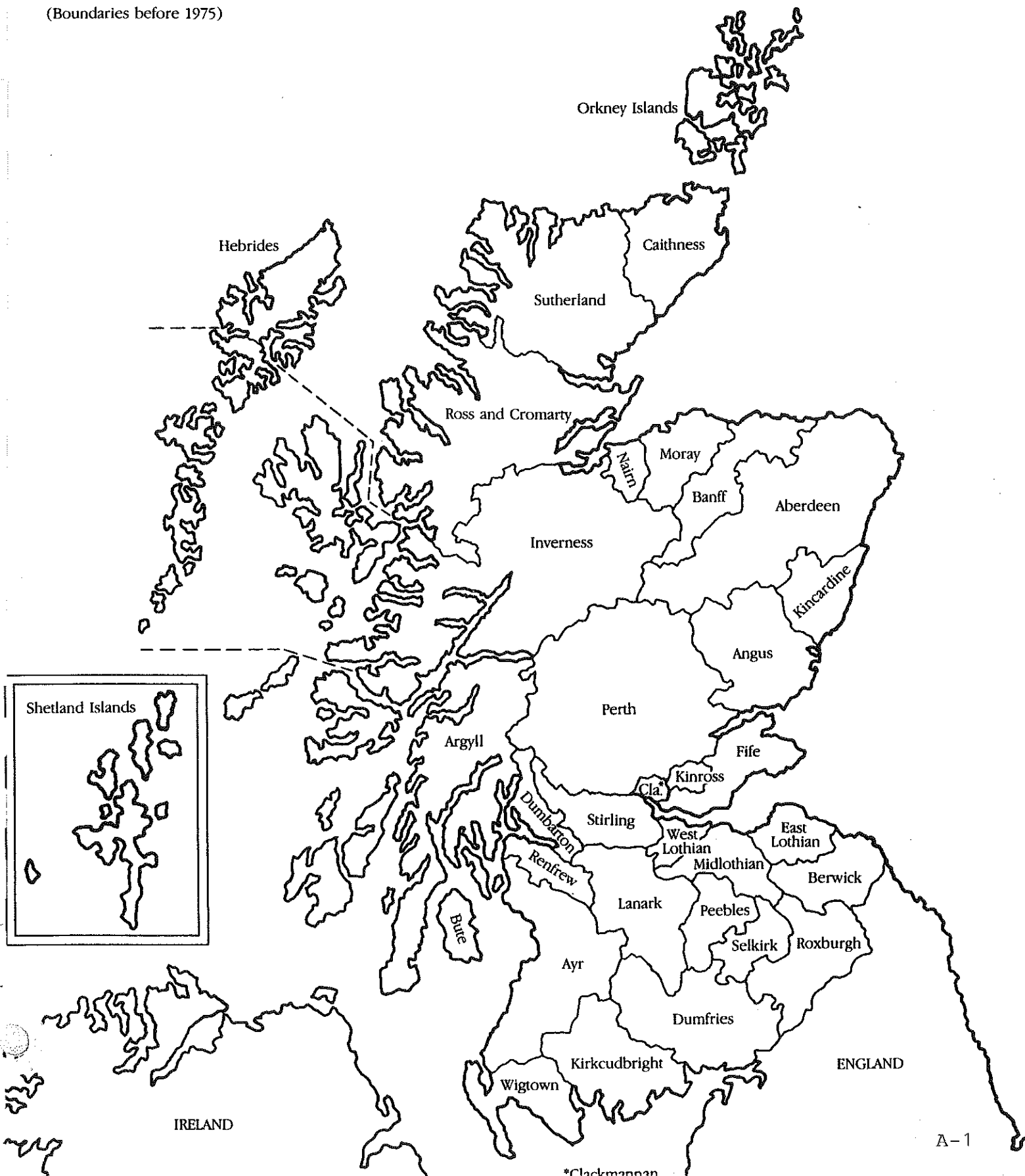
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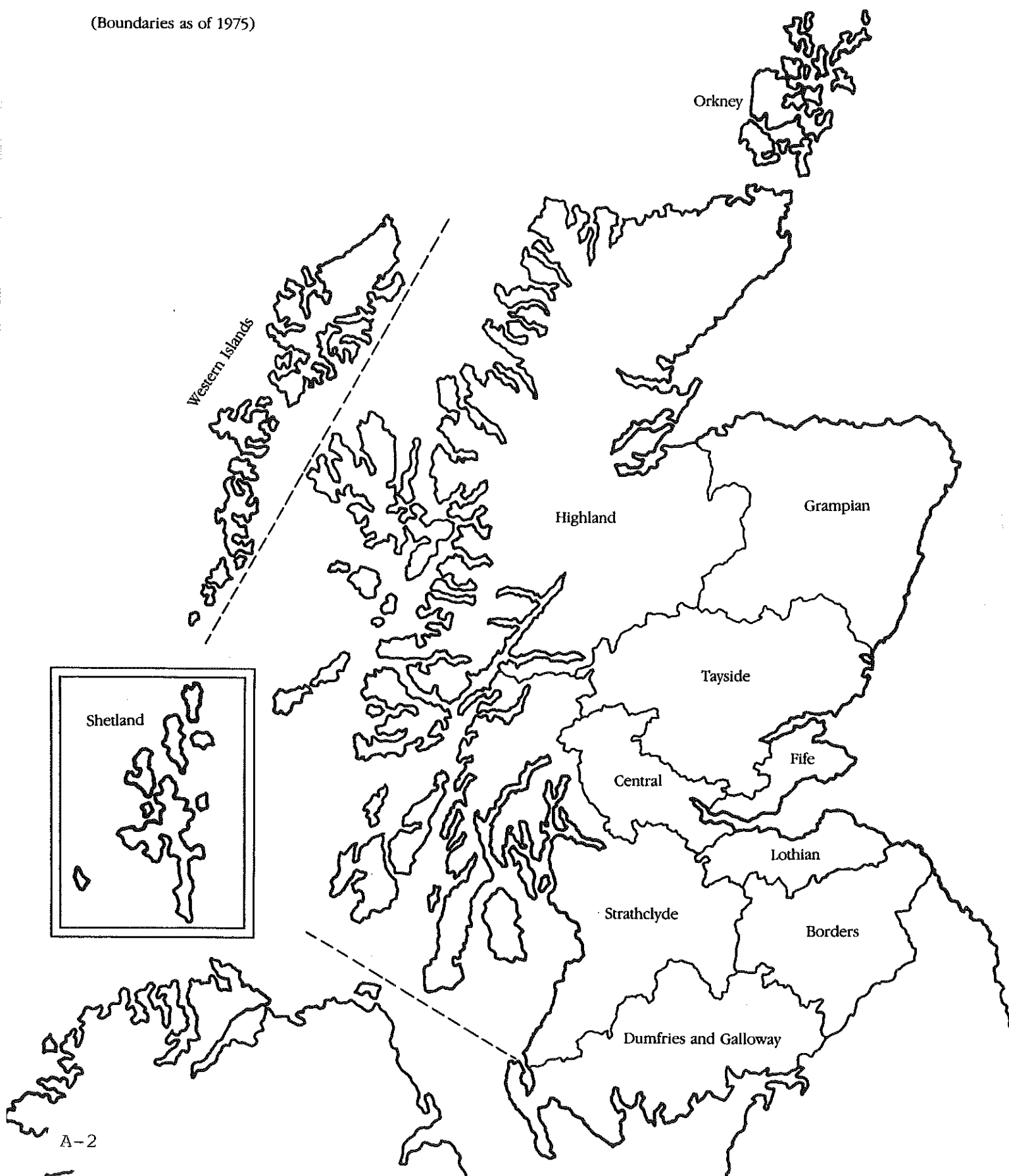
County Map of Scotland

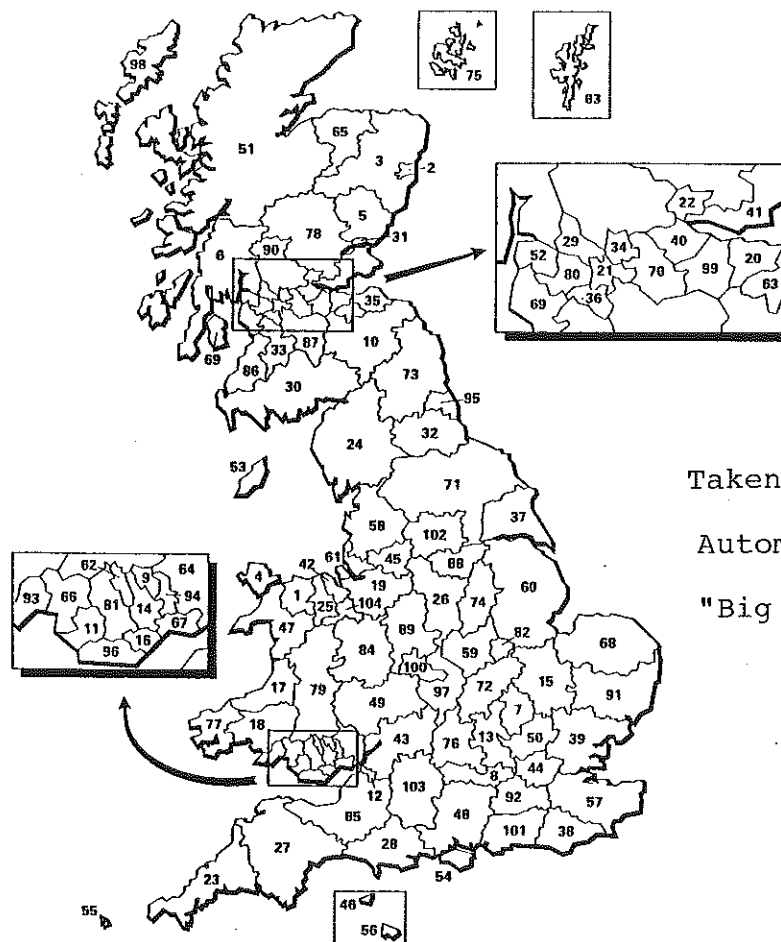
(Boundaries before 1975)



Scotland

(Boundaries as of 1975)





Taken from the August 1996
Automobile Association's
"Big Road Atlas, Britain"

England

7 Beds
8 Berks
12 Bristol
13 Bucks
15 Cambs
19 Ches
23 Cnwl
24 Cumb
26 Derbys
27 Devon
28 Dorset
32 Dur
37 E.R. Yk
38 E. Susx
39 Essex
43 Gloucs
44 Gt Lon
45 Gt Man
46 Guern
48 Hants
49 H & W
50 Herts
53 IOM
54 IOW
55 IOS
56 Jersey
57 Kent
58 Lancs
59 Leics
60 Lincs
61 Mersyd
68 Norfk
71 N York
72 Nthants
73 Nthumb
74 Notts
76 Oxon
82 Rutld

Bedfordshire
Berkshire
Bristol
Buckinghamshire
Cambridgeshire
Cheshire
Cornwall
Cumbria
Derbyshire
Devon
Dorset
Durham
East Riding of Yorkshire
East Sussex
Essex
Gloucestershire
Greater London
Greater Manchester
Guernsey
Hampshire
Hereford & Worcester
Hertfordshire
Isle of Man
Isle of Wight
Isles of Scilly
Jersey
Kent
Lancashire
Leicestershire
Lincolnshire
Merseyside
Norfolk
North Yorkshire
Northamptonshire
Northumberland
Nottinghamshire
Oxfordshire
Rutland

84 Shrops
85 Somerset
88 S York
89 Staffs
91 Suffk
92 Surrey
95 T & W
97 Warwks
100 W Mids
101 W Sussex
102 W York
103 Wilts
Shropshire
Somerset
South Yorkshire
Staffordshire
Suffolk
Surrey
Tyne & Wear
Warwickshire
West Midlands
West Sussex
West Yorkshire
Wiltshire

Wales

1 A & C
4 Angles
9 Blaenau Gwent
11 Brdgn
14 Caerph
16 Cardif
17 Cardgn
18 Carmth
25 Denbgs
42 Flints
47 Gwynnd
62 Myr Td
64 Mons
66 Neath
67 Newp
77 Pembks
79 Powys
81 Rhondda
93 Swans
94 Torfaen
96 V Glam
104 Wrexhm
Aberconwy & Colwyn
Anglesey
Blaenau Gwent
Bridgend
Caerphilly
Cardiff
Cardiganshire
Carmarthenshire
Denbighshire
Flintshire
Gwynedd
Merthyr Tydfil
Monmouthshire
Neath & Port Talbot
Newport
Pembrokeshire
Powys
Rhondda Cynon Taff
Swansea
Torfaen
Vale of Glamorgan
Wrexham

Scotland

2 Aber C
3 Abers
5 Angus
6 Ag & B
10 Border
20 C Edin
21 C Glas
22 Clacks
29 D & Cb
30 D & G
31 Dund C
33 E Ayr
34 E Duns
35 E Loth
36 E Rens
40 Falk
41 Fife
51 Highld
52 Inver
63 Midloth
65 Moray
69 N Ayr
70 N Lans
75 Ork
78 P & K
80 Rens
83 Shet
86 S Ayr
87 S Lans
90 Stirling
98 W Isles
99 W Loth
Aberdeen City
Aberdeenshire
Angus
Argyll & Bute
Borders (Scottish)
City of Edinburgh
City of Glasgow
Clackmannanshire
Dumbarton & Clydebank
Dumfries & Galloway
Dundee City
East Ayrshire
East
Dunbartonshire
East Lothian
East Renfrewshire
Falkirk
Fife
Highland
Inverclyde
Midlothian
Moray
North Ayrshire
North Lanarkshire
Orkney Islands
Perthshire & Kinross
Renfrewshire
Shetland Islands
South Ayrshire
South Lanarkshire
Stirling
Western Isles
West Lothian



Balbegno Castle, Fettercairn, Kincardineshire

The castle was built in 1569 by John Wood. It is an L-plan tower house with an inscription 'I Wod' (sic), 'E. Irvein'(sic), and 'Ano 1569' which refer to John Wood and his wife, Elisabeth Irvine, a daughter of the Irvines of Drum.

A paper by Ian Bryce, published in 1991, gives the following description of the castle:

"The exterior is notable for the richness of the surviving but somewhat mutilated wallhead, with its inscription, heraldry, and the curious conceit of a mock window with two heads, apparently within. The most significant feature of the castle is on the first floor of the main block. Measuring 29 feet, six inches, by 19 feet, six inches, it has a superb ribbed and groined vaulted roof. There are massive corbels in the four angles, two enriched with carvings of leaves and flowers, a third with a face peering through foliage, whilst the fourth has the arms of Irvine of Drum. The two central corbels in the east and west walls are wrought with masks of savage beasts."

The 'modern' peaked-roof building on the right was built in the 1700's, probably by Andrew Middleton who bought the castle from the Wood family in 1687. It has been in the Middleton family until the mid-1990's when it was sold to the Fasque and Glen Dye Estates.



Fettercairn
with
Queen Victoria
Arch
1995

tion of a few Cheviots, are generally of the black-faced breed; and the black-cattle, of the Angusshire, with some of the Aberdeenshire and Arshire. Considerable numbers of swine are also reared, all of the Chinese breed. The annual value of real property in the parish is £9107. The plantations, which are extensive, consist of the usual varieties, the most conspicuous being ash, beech, and fir; they are under careful management, and in a thriving state. The principal substrata are red freestone, whinstone, and limestone; and porcelain clay of fine quality is found on the banks of a small burn, at Balnakettle. *Fettercairn House* is an ancient edifice, to which large additions have been lately made by Sir John Stuart Forbes, Bart., the proprietor. *Fasque* is a spacious house in the castellated style, beautifully situated on an eminence, in diversified grounds, in which is a fine sheet of water twenty acres in extent, which, with the stately approach to the house, was formed by the present owner, Sir John Gladstone, Bart. *The Burn House* is a handsome modern mansion, on the banks of the North Esk, in a richly-planted demesne, tastefully laid out in walks, and commanding much picturesque scenery. *Ballegrie Castle* is an ancient and spacious building, the parapet of which are various sculptures and the date 1509; the interior contains a noble hall, whose lofty roof of stone is richly groined, and divided into sixteen compartments, in which are emblazoned the armorial bearings of the sixteen peers of Scotland.

For ecclesiastical purposes the parish is within the bounds of the presbytery of Fordoun, synod of Angus and Mearns. The minister's stipend is £232, with a manse, and a glebe valued at £30 per annum; patron, the Crown. Fettercairn church, erected in 1804, and enlarged in 1839, is a handsome structure, with a tower, fully situated, and contains 1000 sittings, a number which may be easily augmented. The members of the Free Church have a place of worship. The parochial school is well conducted; the master has a salary of £84, with a house and garden, and the fees average about £30 per annum, to which may be added £1. 15., the rent of a bequest in land. A female school in the village is supported by Sir John Stuart Forbes, who provides a school-room and house rent-free for the mistress, to whom he pays a salary, in addition to the school fees. An almshouse has been built by Sir John Gladstone for eight people, to each of whom he allows a room and garden. Dr. Ramsay, of Barbadoes, bequeathed the sum of £500; Provost Christie, of Montrose, £50; James Black, the builder of Gannachy bridge, 200 marks; George Cooper, of Slateford, £20; R. Valentine, of Boddollo, £50; Anthony Glen, of Luthermuir, £20; and James Smith, of Fettercairn, several houses; all for the relief of the poor of the parish. In the village is preserved the ancient cross of Kincardine, an octagonal column to which is an ascent of six circular stone steps: on the capital are the arms of John, Earl of Middleton, with his coronet and initials. Greencairn, the supposed residence of Dame Fenella, is now a heap of shapeless ruins.

From 1846 "Topographical
Dictionary of Scotland"

FETTERCAIRN, a burgh of barony and a parish, in the county of KINCARDINE, 15 1/2 miles (W.S.W.) from Stonehaven; containing 1793 inhabitants, of whom 372 are in the burgh. This place is supposed to have derived its name from several cairns (on the face or ascent of one of the mountains by which it is bounded on the north) raised over the remains of the warriors who fell in battles which, according to tradition, were fought in this pass of the Grampians. The only event of historical importance connected with the parish, is the murder of Kenneth III., King of Scotland, which took place in the castle of Fenella about a mile westward of the village. The details of this occurrence, though variously recorded by historians, ascribe the murder to Fenella, the proprietor of the castle, in resentment of the death of her son, whom that monarch had sentenced to execution for rebellion. Fettercairn was formerly the property of the Middletons, of whom John, the zealous adherent of Charles I. and Charles II., was after the Restoration created Earl of Middleton and Viscount Fettercairn; and the estate continued in the possession of that family till 1777, when it was purchased by Sir John Stuart, Bart., maternal grandfather of the present proprietor. Though possessing the privileges of a burgh of barony, the village is not distinguished by any features of importance. There are two libraries, one of which, of about 500 volumes, is the property of the Fettercairn Club, and the other, containing nearly an equal number, is parochial, and supported by subscription. At Nethermill, adjoining the village, is a distillery of whisky from malt only; and at Arnhall, on the banks of the North Esk, is a mill for carding and spinning wool, and manufacturing coarse woollen-cloths. The post-office, under that of Montrose, has a regular delivery; and facility of communication is afforded by good roads kept in repair by statute labour, and which pass through the village, and intersect the parish in various directions. The parish, which is situated in the western portion of the county, on the south of the Grampian hills, is bounded on the south-west by the North Esk river for about three miles, and is nearly eight miles in length and four and a half in breadth, comprising an area of 13,000 acres, of which 7500 are arable, 1500 woodland and plantations, and the remainder pasture, moss, and waste. Its surface rises gradually, in gentle undulations, to the base of the Grampian hills, of which the highest within the parish has not an elevation of more than 1600 feet above the level of the sea. There are numerous springs, some of them with a chalybeate property; but the only river is the North Esk, over which is the romantic bridge of Gannachy, connecting the parish with that of Edzell. a structure of one arch thirty feet in height and fifty-two feet span, springing from two precipitous rocks: it was built in 1732 by Mr. Black, of Edzell.

The soil is various, in some parts alluvial, in some a stiff clay, and in others a deep moss alternated with gravel; the crops are wheat, barley, oats, potatoes, and turnips. The system of agriculture has been considerably improved under the auspices of the Fettercairn Club, who hold their meetings in the village: tracts of the waste land have been reclaimed by draining; the farm-buildings are comfortable and substantial, the lands well inclosed, and on most of the farms threshing-mills have been erected. Much attention is paid to the improvement of live stock. The sheep, with the excep-

Fettercairn (10th century *Fotherkern*), a village and a parish of SW Kincardineshire. A burgh of barony, the village stands, 220 feet above sea-level, at the confluence of Crichie and Balnakettle Burns, 10½ miles NNE of Brechin, 12 NNW of Montrose, and 4½ WNW of Laurencekirk, under which there is a post office, with money order, savings' bank, insurance, and telegraph departments. It has, besides, a branch of the North of Scotland Bank, a national security savings' bank, 3 insurance agencies, an inn, gas-works, a public hall, a library, quoit, cricket, and curling clubs, a farmers' club, a distillery, and cattle and hiring fairs on the days before Whitsunday and Martinmas. At the W end of the bridge a graceful triumphal arch has been erected to commemorate the royal visit of 20 Sept. 1861, a visit thus described in the Queen's Journal: 'At a quarter-past seven o'clock we reached the small quiet town, or rather village, of Fettercairn, for it was very small—not a creature stirring, and we got out at the quiet little inn, "Ramsay Arms," quite unobserved, and went at once upstairs. There was a very nice drawing-room, and, next to it, a dining-room, both very clean and tidy—then to the left our bed-room, which was excessively small, but also very clean and neat, and much better than at Grantown. Alice had a nice room, the same size as ours; then came a mere morsel of one (with a "press-bed"), in which Albert dressed; and then came Lady Churchill's bedroom just beyond. Louis [Prince Louis of Hesse] and General Grey had rooms in an hotel, called "The Temperance Hotel," opposite. We dined at eight, a very nice, clean, good dinner. Grant and Brown waited. They were rather nervous, but General Grey and Lady Churchill carved, and they had only to change the plates, which Brown soon got into the way of doing. A little girl of the house came in to help—but Grant turned her round to prevent her looking at us! The landlord and landlady knew who we were, but no one else except the coachman, and they kept the secret admirably. The evening being bright and moonlight and very still, we all went out, and walked through the whole village, where not a creature moved; through the principal little square, in the middle of which was a sort of pillar or Town Cross on steps, and Louis read by the light of the moon a proclamation for the collections of charities which was stuck on it. We walked on along a lane a short way, hearing nothing whatever—not a leaf moving—but the distant barking of a dog! Suddenly we heard a drum and fifes! We were greatly alarmed, fearing we had been recognised; but Louis and General Grey, who went back, saw nothing whatever. Still, as we walked slowly back, we heard the noise from time to time, and when we reached the inn door we stopped, and saw six men march up with fifes and a drum (not a creature taking any notice of them), go down the street, and back again. Grant and Brown were out, but had no idea what it could be. Albert asked the little maid, and the answer was, "It's just a band," and that it walked about in this way twice a week. How odd! It went on playing some time after we got home. We sat till half-past ten working, and then retired to rest. —(Saturday, Sept. 21.) Got to sleep after two or three o'clock. The morning was dull and close, and misty; with a little rain; hardly any one stirring; but a few people at their work. A traveller had arrived at night, and wanted to come up into the dining-room, which is the "commercial travellers' room;" and they had difficulty in telling him he could not stop there. He joined Grant and Brown at their tea, and on his asking "What's the matter here?" Grant answered, "It's a wedding party from Aberdeen." At "The Temperance Hotel" they were very anxious to know whom they had got. All, except General Grey, breakfasted a little before nine. Brown acted as my servant, brushing my skirt and boots, and taking any message, and Grant as Albert's valet. At a quarter to ten we started the same way as before, except that we were in the carriage which

Lady Churchill and the General had yesterday. It was unfortunately misty, we could see no distance. The people had just discovered who we were, and a few cheered us as we went along.' The cross referred to here is an octagonal shaft, rising from a circular stepped basement, and was originally erected at the extinct town of Kincardine by John, first Earl of Middleton. It bears his arms and initials, with the Scottish lion and the date 1670. In the centre of the village there is also a drinking fountain, a memorial to Sir John H. Stuart Forbes (1804-66). Pop. of village (1841) 280, (1861) 339, (1871) 391, (1881) 393.

The parish is bounded NW by Strachan, NE and E by Fordoun, SE by Marykirk, S by Stracathro in Forfarshire, and W by Edzell, also in Forfarshire. Its utmost length, from N to S, is 8½ miles; its breadth, from E to W, varies between 4½ furlongs and 4¾ miles; and its area is 13,803½ acres, of which 75 are water. The North Esk flows 4½ miles south-south-eastward along the Edzell boundary, and for 1½ furlong touches the parish again at its south-eastern corner; 1 mile N of Edzell village, it is spanned by the romantic Bridge of Gannochy, which, built in 1732 and widened in 1796, is founded on two stupendous rocks, and rises to great height above the river's bed. Black Burn, the Esk's immediate tributary, drains the level and low-lying southern interior, which forms a portion of the Howe of Mearns. The Burn of Garrol, rising on the southern acclivity of Hound Hillock, runs 5½ miles south-eastward and south-by-eastward, mainly along the north-eastern and eastern border, till, at a point 5 furlongs SE of the village, it is joined by the confluent Crichie and Balnakettle Burns; as Dourie Burn the united stream winds 1½ mile onward along the eastern border, then passes off into Marykirk on its way to Luther Water, and so ultimately to the North Esk. In the furthest SE the surface declines to 115 feet above sea-level, thence rising northwards gently to 194 feet near Arnhall and 200 at Bogmuir, more rapidly to 428 near West Woodtown, 1035 near Garrol Wood, and 1698 at heath-clad Hound Hillock, close to the northernmost point of the parish. The rocks are partly eruptive, partly Devonian, including granite, quartzite, mica slate, greenstone, red sandstone, limestone, etc., which, in a section along the North Esk, are seen in every kind of irregular stratification. Very fine porcelain clay occurs on the banks of Balnakettle Burn; and at Balnakettle bog iron ore has been found of the latest formation. Rather more than half of the entire area is in tillage, nearly one-seventh is under wood, and the rest is either pastoral or waste. The soil is deep, strong, rich loam around the village, but in other parts of the parish not a little of the land consists of moderate black loam or stishy clay. Great improvements, described in *Trans. Highl. and Ag. Soc.* (1881, pp. 113-115), have been carried out within the last thirty years on the lands of Fasque, The Burn, Balmain, and Fettercairn, the first two of which estates have been noticed separately. That of Fettercairn or Middleton was held for upwards of five centuries by the Middleton family, of whom General Middleton (1610-73) was at the Restoration created Earl of Middleton and Lord Clermont and Fettercairn. Forfeited by his son, the second and last earl, the estate was purchased in 1777 by Sir John Wishart Belshes or Stuart, Bart., and through his daughter's marriage (1797) passed to Sir William Forbes, Bart. of Pittarigo. His grand-daughter, Harriet Williamina (d. 1869), in 1858 married its present possessor, Chas. Hy. Rolle Hepburn-Stuart-Forbes-Trefusis, twentieth Baron Clinton of Maxtock since 1299 (b. 1834; suc. 1866), who holds in Kincardineshire 5007 acres, valued at £4057 per annum. Fettercairn House, a little N by E of the village, was built in 1666 by the first Earl of Middleton, and enlarged in 1829 by Sir John Stuart-Forbes, and again by Lord Clinton in 1877. Balbegno and Fenella Castle, the chief antiquities, have separate articles. Fettercairn is in the presbytery of Fordoun and synod of Angus and Mearns; the living is worth £356. The parish church, at the village, was

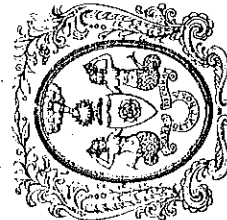
built in 1804, and contains 800 sittings. There are also a Free church and Fasque Episcopal church, St Andrew's; and three schools—Fettercairn public, Inch public, and Fasque—with respective accommodation for 180, 120, and 78 children, had (1891) an average attendance of 114, 49, and 66, and grants of £89, 18s., £35, 19s., and £54, 2s. Valuation (1856) £9412, (1882) £12,057, 6s. Pop. (1801) 1794, (1841) 1791, (1861) 1700, (1871) 1539, (1881) 1503.—*Ord. Sur.*, shs. 66, 57, 1871-88.

From 1883 "Ordnance Gazetteer of Scotland"



From 1846

"Topographical Dictionary of Scotland"



Burgh Seal.

MONTRUSE, a royal burgh, a sea port, and parish, in the county of Forfar; containing 15,096 inhabitants, of whom 13,402 are in the burgh, 20 miles (N. E.) from Forfar, and 72 (N. E. by N.) from Edinburgh. This place, anciently called *Celurca*, is supposed to have derived its present name from the Gaelic *Main Ross*, signifying "a promontory in the form of a mountain." The town is of considerable antiquity: it seems to have received a charter from David I., conferring upon it all the privileges of a royal burgh; and though there is no authentic record of its early history, it appears to have been identified with many incidents of importance. In 1330, Sir James Douglas, attended by a numerous and splendid retinue, embarked at this port, bearing with him the heart of Robert the Bruce, to be deposited in the Holy Sepulchre at Jerusalem. In 1498, the inhabitants of Montruse suffered so much oppression from John Erskine, lord of Dun, that the magistrates of the burgh, on petition to James IV., obtained a summons from the king, commanding his appearance before the council at Edinburgh. In 1534, the study of Greek was introduced here by John Erskine, grandson of the former, and associate of John Knox in promoting the Reformation; who established in the burgh school a teacher of that language, whom he had brought from the continent:

favours the fanciful derivation from the Latin *Mons Rosmarum*, or "the Mount of Roses". The town is of considerable antiquity: it seems to have received a charter from David I., conferring upon it all the privileges of a royal burgh; and though there is no authentic record of its early history, it appears to have been identified with many incidents of importance. In 1330, Sir James Douglas, attended by a numerous and splendid retinue, embarked at this port, bearing with him the heart of Robert the Bruce, to be deposited in the Holy Sepulchre at Jerusalem. In 1498, the inhabitants of Montruse suffered so much oppression from John Erskine, lord of Dun, that the magistrates of the burgh, on petition to James IV., obtained a summons from the king, commanding his appearance before the council at Edinburgh. In 1534, the study of Greek was introduced here by John Erskine, grandson of the former, and associate of John Knox in promoting the Reformation; who established in the burgh school a teacher of that language, whom he had brought from the continent:

MONT

this is believed to have been the first place in Scotland where the Greek language, previously almost unknown in the country, was taught. James Graham the celebrated Marquess of Montrose, at one time a resolute champion for the Covenant, but subsequently a zealous adherent of Charles I., was born here in 1612. In February, 1716, the Pretender embarked at this port, on the failure of his enterprise, with the Earl of Mar, and a single attendant, for the continent.

The town is situated on the western shore of a peninsular eminence, bounded on the east by the German Ocean, and on the south by an outlet from the bay of Montrose; this bay is formed by an expansion of the South Esk, and bounds the town on the west. Montrose consists of one spacious street called the High-street, and of several other well-formed streets, among which are Castle-street, Murray-street, and Bridge-street, the last leading to the suspension-bridge that connects the town with the island of Inch-Brayock, in the entrance of the bay. To the north-east of the town are the Links, about four miles in circuit, supposed to have been originally covered by the sea, and to which a communication was opened from John-street in 1830, and by Union-street, a handsome range of houses, in 1838. The streets are well paved, and lighted with gas; and the inhabitants are amply supplied with excellent water conveyed by pipes from springs in the parish of Dun. A public subscription library, established in 1755, forms a valuable collection of several thousand volumes; and a reading society was commenced in 1819, which has a library of nearly 2000 volumes. A commercial reading and news room, and also the Exchange Coffee-house, are well supplied with daily journals and periodical publications; and two weekly newspapers are published in the town. Subscription assemblies are held in a handsome suite of rooms. A Horticultural Society, formed in 1825, is well supported; and a Natural and Antiquarian Society, established in 1837, has a museum containing a collection of specimens in zoology, mineralogy, geology, and antiquities.

The principal manufactures carried on are the spinning of flax, and weaving. There are five mills for spinning linen yarn, of which four are driven by steam-engines of 120-horse power in the aggregate, and the other, on the North Esk, is driven by water; there are also two in the parish of Logie-Pert that belong to firms in the town, producing about 300,000 spindles yearly. The articles chiefly woven are sheetings, dowlas, ducks, canvases, Osnaburghs, bagging, sackings, and tarpaulins, of which 25,000 pieces are annually made in the town, exclusively of large quantities in branch establishments. There are a foundry, two establishments for the manufacture of machinery, two tanneries, two rope-and-sail manufactories, a manufactory for soap, one for starch, two candle-works, five breweries, a steam meal and flour mill, and establishments for making bricks and tiles. Ship-building is also carried on to a considerable extent, and there is a patent-ship for repairing vessels. There are salmon-fisheries in the rivers North and South Esk; and great quantities of cod and other white-fish are taken off the coast, and, after being dried, sent to the English markets. The trade of the port consists chiefly in the export of grain and other agricultural produce, and manufactured goods, chiefly agricultural; and in the importation from Scottish and English ports of a variety

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of goods, and from foreign ports of flax, hemp, tallow, timber, deals, and, as Montrose has now the privilege of bonding, wines and spirits for the supply of the adjacent districts. The jurisdiction of the port until lately extended from the Lights of Tay on the south, to the head of the north, including Arbroath, but Arbroath is now independent. The number of vessels registered as belonging to the port in 1848 was 113, of the aggregate burthen of 14,402 tons; and the amount of duties paid at the custom-house was £26,558. The harbour, which might be made one of the best on the eastern coast of Scotland, has a depth of eighteen feet water on the bar at the entrance, at the ebb of spring tides; and it is accessible to large vessels, except during strong easterly gales. The island of Inch-Brayock is connected with the southern shore by a swivel-bridge, allowing a passage for vessels to Old Montrose, where is a pier for landing coal and lime; and with the shore on the north by an elegant suspension-bridge, erected in 1829, at a cost of £20,000, from a design by Sir Samuel Brown, of the Royal Navy. After a severe gale in 1838, which destroyed a great portion of the suspension-bridge, it was speedily repaired at an expense of £3000, by Mr. J. M. Rendel, civil engineer. The towers from which the chains that sustain the platform are suspended, are seventy-one feet in height, and the distance between them 432 feet; the breadth of the platform is twenty-six feet within the rods, and on each side of the central roadway is a foot-path, separated by an iron palisade. The quays and warehouses of the port are commodiously arranged; and substantially built. A wet-dock has been constructed, capable of receiving 6000 tons of shipping; and two lighthouses have been erected below the harbour: in the larger, to which a life-boat is attached, and where the light-keeper resides, are accommodations for the reception and recovery of shipwrecked mariners. By charters of David I. and David II., confirmed and extended by charter of James IV., dated 1493, the government of the burgh is vested in a provost, three bailies, a dean of guild, treasurer, master of the hospital, and twelve incorporators, forming a council of nineteen. There are seven incorporated trades, viz., the blacksmiths, the wrights, shoemakers, weavers, masons and slaters, bakers, and tailors. The fees of admission into the trades, for strangers, vary from £5 to £10, for sons and sons-in-law of burgesses from £2 to £5, and for apprentices from £3 to £6; the fees of admission as members of the guildry are £16, 16s. for strangers, £10, 10s. for apprentices, and £8, 8s. for sons and sons-in-law of guild members. The magistrates exercise jurisdiction in civil cases to any amount, and take cognizance of misdemeanors; they hold a baillie-court weekly, in which they are assisted by their town-clerk, who acts as assessor. The town-hall, situated in High-street, contains the guildhall, council-room, the courts, and a coffee-room and public library. A new gaol has been built, well adapted to the purpose. Montrose is associated with Forfar, Brechin, Arbroath, and Bervie, in returning a member to the imperial parliament; the number of qualified voters is about 460. The post-office has a good delivery; and there are branches of the Bank of Scotland, the British Linen Company, the National Bank of Scotland, the Western Bank of Scotland, and the Eastern Bank of Scotland. The market is on Friday, and is well supplied with grain and other

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agricultural produce, of which great quantities are shipped from the port. Fairs are held annually at Whiteside and Martinmas, chiefly for hiring servants. Facility of communication is afforded by excellent roads, and the branch to the town of the Aberdeen railway, and the Aberdeen steam-boats, for seven months in the year, touch here, taking in goods and passengers. The parish, which is bounded on the east by the German Ocean, and on the north and south by the North and South Esk respectively, is about three miles in length and nearly of equal breadth; comprising 3900 acres, of which, with the exception of the beach and some steep acclivities, the whole is arable and in good cultivation. Its surface is generally level, with a gradual ascent towards the north-west, from whose summit, though of inconsiderable elevation, the view of the basin of Montrose, a circular sheet of water nearly three miles in diameter, and of the adjacent country interspersed with handsome mansions and pleasing villas, is strikingly beautiful. In the lower parts of the parish the soil is sandy, and in the higher light and thin; it has been much bettered by good management, and some tracts of moorland and moss have been brought into profitable cultivation. The crops are, grain of all kinds, with potatoes and turnips, and the various grasses; the green crops, from the high prices they obtain, are raised in great abundance. The system of husbandry has been much improved. On the estate of Charlton a considerable number of different sorts of forest-trees have been planted; and in the north-west of the parish are plantations of fir. The substratum is principally limestone, of which there is a quarry on the lands of Hedderwick; but for building and other purposes stone is chiefly brought from Brechin. The annual value of real property in the parish is £28,845. Ecclesiastically this place is within the bounds of the presbytery of Brechin and synod of Angus and Mearns. There are two churches. The minister of the first charge has a stipend of £295, 5s. 10d., with a manse, and a glebe valued at £20 per annum; patron, the Crown. The minister of the second charge has a stipend of £340, without either manse or glebe; patrons, the Magistrates and Town-council. Montrose parish church, with the exception of the tower, was rebuilt in 1791, and was repaired in 1832, when the old steeple, being thought insecure, was taken down, and replaced by a handsome square embattled tower surmounted with a lofty spire, at a cost of £3000. The interior, which is well arranged, has two tiers of galleries, and contains 2500 sittings. St. John's church was originally built as a chapel of ease, in 1829, at an expense of £3969, defrayed by subscription. In 1834 an ecclesiastical district, including a population of 4999, was assigned it under act of the General Assembly, forming for a time the quoad sacra parish of St. John. The structure is neat and substantial, and contains 1500 sittings. There are two Episcopalian chapels, one of which, dedicated to St. Peter, is in strict connexion with the Church of England; the other is connected with the Scottish Episcopal Church. The members of the Free Church have two or three places of worship; there are two for the United Presbyterian Synod, and places of worship for Baptists, Independent, and Wesleyans. The Montrose academy is under the direction of a rector, who teaches the mathematics, geography, and French; two teachers of Latin, two of

the English language, and two teachers for writing and arithmetic. The number of children attending the academy averages 350. There are also a school for eighty children, the master of which has a house and garden, and a payment of £2 per annum, in addition to the fees; a free school founded by Mr. David White, the master of which has a salary of £36, with a house and garden; and another, founded by Miss Stratton, the master and mistress of which divide between them the interest of £900 bequeathed by that lady. In these two last about 175 children are gratuitously taught; and there is a school erected by the trades, the masters of which have the house, but no salary. There are likewise numerous private schools, supported exclusively by the fees; and various Sabbath schools.

The lunatic asylum, with which were formerly connected the infirmary and dispensary, was erected in 1779, and has been subsequently enlarged and improved. It was incorporated by royal charter in 1811, and placed under the direction of the provost, first bailie, parish ministers, and principal inhabitants of the town, and under the immediate care of a keeper, matron, and resident medical attendant. In 1838, the infirmary and dispensary were detached from the asylum; and a handsome building was erected for the purpose, at a cost of £2500, to the west of the bridge. The funds of the ancient hospital of the Grey Friars were appropriated to the use of the poor, and are now vested in the town-council, producing about £280 per annum, which sum is distributed in monthly payments. The poor have also some bequests varying from £100 to £1000 each, made by charitable individuals, and a bequest of £3000 by John Erskine, Esq., in 1786, of which £50 per annum were for an additional teacher in the academy, and the remainder to be divided among eight orphans of the school, each of whom receives from the fund about £17 per annum. The same benefactor bequeathed £2000 for ten poor families, each of which receives an annual payment of £12. 12. Dorwood's House of Refuge was founded in 1889 by William Dorwood, Esq., of this town, who gave £10,000 towards its erection and endowment, and £600 for additional buildings and furniture. The buildings form a handsome structure in the ancient English style of architecture, and are adapted to the reception of 200 inmates. The institution is under the superintendence of twenty-four trustees. Montrose gives the title of Duke to the family of Graham.

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Montrose, a parish containing a royal burgh of the same name, on the coast, at the NE corner of Forfarshire. It is bounded N by Logie-Pert parish and by Kincardineshire, E by the North Sea, S by Craig parish, and SW by Dun parish. The boundary with Kincardineshire has evidently followed the course of the North Esk river, but now, both above and below the bridge by which the coast road from Dundee to Aberdeen crosses the river, the line follows an old channel, in the former case to the S, and in the latter to the N, of the modern one. The boundary on the S is the river South Esk, and on the SW the eastern foreshore of the Montrose Basin, along the track of Tayock Burn, which enters it W of Newmanswalls House, and then it follows the course of this stream for almost a mile to a point E of Newbigging. Elsewhere it is artificial. In shape the parish is, roughly speaking, a triangle with blunted corners, the sides being on the N, E, and SW. The greatest breadth across the N end, from the point on the W where Dun, Logie-Pert, and Montrose parishes meet to that on the E at the old mouth of the North Esk river, is 3½ miles; the breadth, from the North Esk opposite Stone of Morphie (Kincardineshire) on the N to the South Esk at Montrose harbour on the S, is 3½ miles; and the area is 4722·415 acres, of which 95·855 are water, 492·172 foreshore, and the rest land. All along the coast, between the rivers, a flat sandy beach is bounded by a line of sandhills from 20 to 30 feet high, covered with bent. Immediately within these is a belt of sandy undulating ground, with close short herbage, known to the N as Charleton and Kinnaber Links, and to the S as Montrose Links. From this the ground rises, at first gradually, but afterwards more steeply, to the W, the greatest height (317 feet) being reached near the W corner, to the W of Hillhead of Hedderwick. From this rising ground, sometimes known as Montrose Hill, along the lower slopes of which are the numerous villas and houses forming the village of Hillside, there is an excellent view of the Forfarshire and Kincardineshire Grampians; of the end of the vale of Strathmore, with its mansions and woodland; of the round tower and spires of Brechin, and the windings of the South Esk, down past the basin and on to the mouth below the town of Montrose. In the N, along part of the course of the North Esk, there are high wooded banks, while thriving plantations extend along the W side of the Links of Charleton and Kinnaber. The soil all over the links is sandy, and the shells show that the deposit is a modern one, so that within the recent period Montrose Basin must have been a bay. On the W side of the links is a raised beach of shingle, and to the W of this the soil is very fertile, being a strong clayey loam. A stiff underlying clay of marine origin, and containing remains of starfishes, is worked for the manufacture of bricks and tiles at Dryleys and Puggieston. The underlying rocks belong to the Lower Old Red sandstone formation. The drainage of the parish is carried off by the North Esk and the South Esk. The north-western part of the parish is traversed for over 2½ miles by the Perth and Aberdeen section of the Caledonian railway system, and from Dubton Junction station a branch line, 3 miles in length, communicates with the town of Montrose

through the SW part of the parish. The Montrose and Arbroath section of the North British system, crossing the South Esk by a viaduct over ¼ mile long, passes by the NW side of the town, and, after a course of 2½ miles, unites with the Caledonian system at Kinnaber Junction to the N. From this the Montrose and Bervie railway, also belonging to the North British system, branches off and runs parallel to the coast along the W edge of Montrose and Kinnaber Links, for a distance of 2 miles, till it crosses the North Esk. The parish is also traversed by the main road along the coast from Dundee to Aberdeen, which, entering at the SW corner of Montrose, passes through the town, and then along the W edge of Montrose and Kinnaber Links, parallel to the Montrose and Bervie railway, till it reaches Kincardineshire at the North Esk, which it crosses by a good stone bridge erected in 1775-80. There are also a number of good district roads, of which the principal are those to Brechin and to Fetterearn. Near the centre of the N border of the parish, 2 miles NNW of the town of Montrose, is Sunnyside Lunatic Asylum, erected at a cost of over £20,000, and subsequently enlarged, and with accommodation for over 400 patients. This institution originated with a Mrs Carnegie of Charleton, and the original building on the links, near the town, was erected in 1780-82. A royal charter of incorporation was obtained in 1810, and the present building was erected in 1860. It is supported by endowments and by fees received for patients, of whom the average number is about 470, about ¼ being pauper lunatics. The asylum, which is managed by a medical superintendent, a medical assistant, a steward, a matron, and a lady superintendent, is considered one of the best establishments of the kind in the country. Kinnaber, in the NE of the parish, is associated with the story of George Beattie, author of *John o' Arnha* [see *St Cyrus*]. The industries are mostly connected with the town, but there is a bleach-work and mills on the North Esk, and brickworks at Dryleys and Puggieston. Besides the town of Montrose the parish has also, close to Dubton station, on the NW, the village of Hillside, which is mainly composed of villas. The mansions are Charleton House, Newmanswalls House, and Rosemount House. Ten proprietors hold each an annual value of £500 or upwards, 49 hold each between £500 and £100, 99 hold each between £100 and £50, and there are a large number of smaller amounts. The parish is in the presbytery of Brechin, in the synod of Angus and Mearns. The charge is collegiate, with two ministers; and the living is worth £530 a-year. The civil parish includes also the *quoad sacra* parishes of Melville (in the town of Montrose) and Hillside. Besides the church at the latter place, and those mentioned in connection with the burgh, the Free church of Logie-Pert is also just within the border of the parish, on the N. The landward school-board has under its charge Loanhead public school, which, with accommodation for 210 pupils, had (1883) an average attendance of 116, and a grant of £91, 15s. Landward valuation (1857) £5853, (1884) £9151, 13s., plus £3521 for railways. Pop. of parish (1755) 4150, (1801) 7974, (1831) 12,055, (1861) 15,668, (1871) 15,783, (1881) 16,303, of whom 7352 were males and 8951 females. Of the total population in the civil parish in the latter year 11,746 were in the ecclesiastical parish, while 3077 were in the Melville *quoad sacra* parish, and 1480 were in Hillside *quoad sacra* parish.—*Ord. Sur.*, sh. 57, 1865.

Montrose (Gael. *Alt-moine-ros*, 'the burn of the mossy point'), a seat of manufacture, a seaport, and a royal burgh in the parish just mentioned, at the mouth of the South Esk. It is, by the Caledonian railway, 9½ miles E of Brechin, 21½ NNE of Arbroath, 38 NE of Dundee, 42½ SSW of Aberdeen, 53½ ENE of Perth, 116½ ENE of Glasgow, and 123 NNE of Edinburgh *via* Stirling. By the North British railway it is 13½ miles from Arbroath, 30½ from Dundee, and 76 from Edinburgh *via* Broughty Ferry and Burntisland. It is the terminus of the Caledonian branch line from Dubton, and of the Montrose and Bervie line as well as a main station on

the Montrose and Arbroath railway. The site of the town is a peninsula jutting southwards, bounded on the E by the sea, and on the S and W by the waters of the South Esk. Except for the low sand-bank along the edge of the links, the ground is almost entirely level. To the W of the town the river expands into a broad tidal loch known as the Montrose Basin and measuring 2 miles by $1\frac{1}{2}$ mile. At high water the whole area is covered, but at low water by far the greater portion becomes an unsightly expanse of mud. As the channel to the NE of the town is only from 115 to 150 yards wide, the tidal current sets up and down with great swiftness—often from 6 to 8 miles an hour; but this rush of water is beneficial, as its force clears off deposits from the town, and prevents the formation of any considerable bar across the mouth of the river. In 1670, by running a dyke from near the Forthill along the bank of the South Esk towards Dun, an attempt was made to drain and add to that estate some 2000 acres, but the bulwark—known as the ‘Drainer’s dike’—had hardly been completed when it was breached and destroyed by a violent storm, traditionally said to have been raised by Maggie Cowie, one of the last local witches. A small portion of the area has, within the last five years, been reclaimed by the Montrose and Arbroath railway company. The basin is frequented by wild geese, ducks, and other aquatic birds. Although complaints of damp sometimes arise, neither the flatness of the site nor the large expanse of water around seem to have an injurious effect on the health of the inhabitants. The almost insular situation makes the climate very mild; and the basin at high water adds materially to the beauty of the neighbourhood.

History.—The origin of the name of Montrose has given rise to many conjectures—*Mons Rosarum*, the French *Mons-trois* (‘three hills’), the British *Manterrose* (‘the mouth of the stream’), the Gaelic *Mon-ross* (‘the promontory hill’), *Moin-ross* (‘the promontory of the moss’), and *Meadh-an-ross* (‘the field or plain of the moss’), have all been brought forward, but the most likely seems to be that at the beginning of the article, which connects the name first with Old Montrose and so with Montrose, and seems also to account for the tradition (certainly unfounded), that the town at first stood at the former place. According to Boece the original name of the town was Celuren, but this seems rather to have been a contiguous place, as both Montrose and Salork are mentioned in a charter in the time of Malcolm IV., and again in the time of William the Lion. All trace of the latter is now gone, but it was possibly higher up the basin than Montrose. Of the origin of the town nothing is known, but it has a high antiquity, for as early as the 10th century, when the Danes found the estuary a convenient anchorage, there was, according to Boece, a town here, and in 980 the inhabitants were massacred by a band of these searovers. In the 12th century, under Malcolm IV., we find that mills and salt-pans had been established, and his successor, William the Lion, lived in the castle from time to time between 1178 and 1198. In 1241 the town was burned, and at that time it seems to have been one of the considerable places of the kingdom. When it obtained burghal privileges is not known, but probably in the time of David I. At any rate, burgesses of Montrose are mentioned in 1261-62, and in 1293 twelve burgesses went to Berwick, and in presence of Edward I. took the oath of allegiance on behalf of themselves and the burgh. Edward himself was in Montrose the same year, from the 7th till the 12th July, when he lived at the castle which then stood on the Forthill. According to Wyntoun, Blind Harry, and Balfour, it was here that John Balliol ‘did render quietly the realme of Scotland as he that had done amis.’

‘This John the Balliol, on purpose
He tuk and browcht hym til Munros,
And in the castell of that town,
That then was famous in renown,
This John the Balliol dyspoiled he
Of all his robys of ryalite.’

But this is a mistake, for, though the ceremony took place while Edward was here, the scene was at Stracathro, whither Edward went for the purpose, returning the same day. The castle was captured by Wallace in the following year, and seems to have been completely destroyed, for there is no more word of it.* Wallace landed here on his return from France :—

‘Baith Forth and Tay thai left and passyt by
On the north coast [gud] Guthré was thair gy,
In Munr-ss hawyn thai brocht hym to the land :’

and, according to Froissart, Montrose was the port whence Lord James Douglas, at the head of a brilliant retinue, embarked in the spring of 1330 to fulfil the last charge of King Robert Bruce to carry his heart to Jerusalem and deposit it in the holy sepulchre. This, however, is against the testimony of the Scottish historians, particularly Barbour, who says Douglas sailed from Berwick. In the rolls of the parliament, held in Edinburgh in 1357 to arrange the ransom of David II., Montrose occupies the central position among the royal burghs, eight preceding and eight following it, and would therefore appear to have, at that period, attained considerable consequence. Subsequently, in the same year, John Clark, one of the magistrates, was among those who became hostages for the payment of the ransom. In 1369, David himself visited the town; and when the truce made between France and England in 1379 was renewed in 1383, with the stipulation that Scotland should be included if that country wished, a band of thirty distinguished French knights, who came to Scotland in the hope of the war going on, landed at Montrose and passed S by Perth to Edinburgh. During the 15th century the inhabitants had a bitter feud against the Erskines of Dun, seemingly on account of oppression endured at their hands, but this was changed by the well-known laird who figured among the Reformers, and who possessed great influence in the town, and established there a school where the Greek language was taught for the first time in Scotland by Pierre de Marsiliers, who had been brought by Dun from France in 1534. In 1543 the English fleet, which was sailing along the coast doing whatever mischief was possible, made a night attack, but the landing parties were, after a stiff struggle, beaten back by the inhabitants with Erskine at their head. Influenced, no doubt, by such a leader, and probably also prepared for the reception of the new views by their trading intercourse with the Continent, and particularly with Holland, the people early embraced the doctrines set forth by the Reformers. The spread of these must have been greatly aided by the teaching of George Wishart, who seems to have been first a pupil of, and then assistant to, Marsiliers, and who taught and circulated the Greek Testament so extensively among his pupils, that in 1538 the Bishop of Brechin summoned him to appear on a charge of heresy, and he had to flee to England. He returned in 1543, and for a time preached and taught openly ‘in Montrois within a private house next unto the church except one.’ When he had again to flee, the people, determined to have what they wished, got another preacher named Paul Methven, originally a baker in Dundee, who, we are told, having administered the sacrament ‘to several of the lieges in a manner far different from the Divine and laudable use of the faithful Catholic church, was denounced rebel and put to the horn as fugitive’ in 1559, while the inhabitants were ordered to conform to the old state of things and to attend mass. Andrew Melvil, who was born at Balfour in the adjoining parish of Craig, was one of Marsiliers’ later pupils, and his nephew James Melvil, who has in his *Diary* left an interesting account of his

* The castle seems to have been the royal residence when William the Lion was at Montrose, and Edward I. lived there, but there is no record as to where David II. resided. In 1488 the grant by James III. to David Lindsay, Earl of Crawford, of ‘the loftier title’ of Duke of Montrose, mentions no castle but only the ‘Castledock,’ which would seem to imply that the castle was a ruin, or had altogether disappeared. The site was at the Forthill, near where the Infirmary now stands.

studies, was also educated here, but the teacher then (1569) was Mr Andrew Milne. The first minister, after the Reformation, was 'Mr Thomas Andersone, a man of mean gifts bot of singular guid lyff;' and the second was John Durie, who would seem to have been one of the stirring men of the time, for his future son-in-law, James Melvil, describes him on the occasion of their first meeting, when Durie was minister of Leith, as 'for stoutness and zeal in the guid cause mikle renowned and talke' of. For the gown was na sooner af, and the Byble out of hand fra the kirk, when on ged the corslet and langit was the haghot and to the fields!' Before his death, too, in 1600, he had received in favour of himself, his wife, and his son, or the longest liver of them, a pension in consideration of 'tha greit lang and earnest travellis and labouris sustenit in the trow preaching of Goddis word, besydes the greit charges and expenses, maid be him thir mony zeiris bygane in advancing the publick assayres of the kirk—thairwithall remembering the greit household and famelie of bairnis quhairwith he is burdynit.' His death took place just immediately before the meeting of the General Assembly of 1600, which was held at Montrose in March in presence of the king, who was busy trying to force on his scheme of Episcopacy. One of the great struggles was about the sitting of the bishops in parliament, but on this and other points the Episcopal party were worsted, chiefly by the influence of Andrew Melvil, who 're-meanit in the town all the whyll, and furnisit arguments to the Breithring, and mightelie stryntlind and incuragit tham.' When reproached by the king for coming, he, 'effir the auld maner dischargit his conscience,' and said, 'Sir, tak yow this head, and gar cut it af, gif yie will; yie sall sooner get it, or I betray the cause af Chryst.'

The great Marquis of Montrose was born at Old Montrose in MARTON parish; but some of his dealings with the neighbouring town of Montrose were of doubtful advantage thereto. In 1644, while he held Aberdeen for the king, a party of his men, headed by Alexander Irvine, younger of Drum, 'passit all over Dio, intending onlie to go to Montroiss and to tak the tua brassin cartowis lying thair, if thay war not inpedit; . . . and upone Wednesday the 24th of Aprile, be tua houris in the morning, with sound of trumpet thay cam to the town, who had set on fyres upon thair stepill to walkin the countrie, and wes in armes thame selfis, and rang the common bell, bot all for nocht. Thay boldlie enterit Montross, dang the toune's peoplo fra the calsey to thair houssis, and out of the foirstaires thay schot desperately, bot thay war forssit to yeild by many feirfulli schotes schot aganes thame; quhair unhappelie Alexander Peirson, one of thair balleis, wes slayne, sum sayes by Nathaniell Gordoun, utheris holdis by ane hieland man, whom the said baillie also slew. Thairefter, it wes said, thay intendit to schip thir cartowis in ane schip lying in Montroiss water, pertening to Alexander Burnet, elder in Abirdene, be consent of Alexander Burnet, his sone, who hapnit to be thair, and had promisit no less, being ane antecovenanter. Bot, by this Burnetis knowledge, James Scot, now prouest of Montross, with certane of his neightbouris, had quietly convoyit thame selfis with thair best goodis into the said schip. When scho began to sleit, scho drawis nar the schoir, quhair young Drum and his men war thinking to schip thair cartowis, according to Alexander Burnetis promeiss foirsaid, and to haue had thame about be sea to Abirdene. Bot, for by thair expectation, this schip schot syve or six peice of ordinans disperathie amongis thame, with about fourtie muscattis, quhair, by the gryte providens of God, thair wes bot onlie tuo men killit and sum hurt. Drum seeing this, thay returnit thame selfis, brak the quehillis of the cartowis, for moir thay culd not do, nor brak them thay nicht not, and threw thame over the schoir, to mak them unserviceable. Drum returnis to the toune, and beginis to brak wp merchand bootthis, plunder, and cruellie spolzie ritcho merchandice, clothis, silkis, velvotis, and uther costlie wair, silver, gold and silver wark, armes, and all uther

thing, quhairat the hieland men wes not slow. Thay brak wp a pype of Spanish wyne and drank hartfullie. Thay took Patrik Lichtoun, lait prouest, and Andrew Gray, prissoneris. Thay left Montroiss in woful case, about tuo efternone. . . . Thair wes takin 32 hieland men—sum sayis 52—who had unyrschie biddin behind the rest, plundering the Montross goodis, and is takin, schaklit, and sent to Edinbrugh to pay for thair faultis. It is heir to be nottit that, notwithstanding of the many schotis schot within the toune and out of the schip, yit it pleissit God that few wes killit to Drumis syde, except tua or thrie persones, mervallous to sie! and als few to the other syde, except Alexander Peirson, callie, who wes schot be Nathaniell Gordoun. Thair intentionn wes to haue schippit thir cartowis within the foirsaid schip, to haue brocht about when scho cam with hir ladning to Abirdene; bot thay gat ane cruell assault, as ye haue befor, and wes nichtellie disapoyntit. The Tutor of Struan, with sum hieland men, did brave service with thair schort gunis. It is said that Drum causit raiss fyre tua sever'll tymes in Montross, yit Major Gordoun still quenshit and put out the samen. Again, in 1645, while the marquis and Baillie wer keeping one another, so to speak, in sight, the royalist cavalry wer ordered to Montrose, 'with charge to tak thair intertynement, bot no moir. Thay took the same, and wyne aneuche, but did no moir harme to the town.'

James Melvil mentions 'a pest quibk the Lord, for sinne and contempt of his Gospell, sent upon Montros' in 1566; and from May 1648 till February 1649 the plague again desolated the town, driving crowds to the country in panic, and making such fearful havoc among those who remained, that a large tumulus is pointed out on the links, immediately NE of the town, as the place where many victims to it were interred. In spite of all these misfortunes, the place continued to prosper; the enumeration of the articles in the merchants' booths plundered by Montrose's men, and mentioned above, would indicate a considerable trade; and a long, contemporary account of it, in the 17th century, describes it as 'a very handsome well-built toune, of considerable trade in all places abroad; good houses, all of stone, excellent large streets, a good tolbuith and church, good shipping of their own, a good shore at the toune, a myle within the river South Esk. . . . It is a very cheap place of all things necessary except house-rent, which is dear, by reason of the great distance they are from stones, and makes their buildings very dear.' There were then on the outskirts 'malhouses and kilns and granaries for cornes, of three storeys high, and some more, and are increased to such a number that in a short time it is thought they will equal if not exceed the toune in greatness. . . . They have a good public revenue, two wind-milnes, ane hospitall with some mortifications belonging to it; they are mighty fyne burgesses and delicate and painfull merchants. There have been men of great substance in that toune of a long time, and yet are, who have and are purchasing good estates in the country. The generalitie of the burgesses and merchants do very far exceed these in any other toune in the shire.'* About this time, too, the neighbourhood was highly esteemed for its beauty, which was celebrated in Latin verse by John and Arthur Johnston; while Franck, in his *Northern Memoirs* (1658), declares (he must surely have found the fishing in the neighbourhood very good) that it is 'a beauty that lies concealed as it were in the bosom of Scotland, most delicately dressed up and adorned with excellent buildings, whose foundations are laid with polished stone, and her ports all washed with silver streams that trickle down from the famous Ask.'

* The 'wind-milnes' must have been deemed of some importance, for in the beginning of the 18th century one of the citizens named John Young was sent by the magistrates to Holland to learn the best known methods of constructing and working windmills; and after his return he was the only person to be found in Scotland who understood the management of pumps in coalworks. In an 18th century print a windmill standing to the S of the Steeple, probably about the site of the present Infirmary, forms a prominent feature.

The church became a collegiate charge shortly before the Revolution, the inhabitants agreeing to tax themselves for a stipend to the second minister. This was during the time of the last Episcopal clergyman, David Lyell, who had been a presbyterian, but had conformed. He does not seem to have found his conscience quite easy under the change, or at any rate must have harped uncomfortably over it, for, 'some days before his death, as he was walking in the links about the twilight, at a pretty distance from the town, he espied, as it were, a woman all in white standing not far from him, who immediately disappeared, and he, coming up presently to the place, saw no person there, though the links be very plain. Only casting his eye on the place where she stood, he saw two words drawn or written, as it had been with a staff upon the sand, "Sentenced and condemned;" upon which he came home pensive and melancholy, and in a little sickens and dyes.'

On 21 Dec. 1715 the vessel in which the Chevalier had sailed from France made its appearance off Montrose, where probably a landing would have been made had it not been for the appearance of a ship which was suspected to be a man-of-war. On this account sail was made to the northward, and the actual disembarkation took place at PETERHEAD. In the following year, however, when all hope of success had vanished from the minds of the Jacobites, their forces in the retreat from Perth reached Montrose, where previous arrangements had been made for James to escape to France. Though the matter was kept a profound secret, a rumour of it had got spread abroad among the soldiers, and in order to allay suspicion, the royal baggage had to be sent forward with the main body of the army during a night march towards Aberdeen. James himself had his usual guard paraded before the door of the house where he was, as if for his departure, but slipping quietly out by a back door, he joined the Earl of Mar, and both passed through the gardens to the water's edge, where a boat was ready to carry them on board ship. The house where he had spent the day—and which is said to have been the same as that in which the Marquis of Montrose was born—has long been gone. It was the town house of the Duke of Montrose, and stood behind Peel's monument at the S end of High Street. It was here that James wrote to the Duke of Argyll expressing his regret at the misery caused by some of his operations, and telling how he had left a sum of money to make good the losses sustained. 'Among the manifold mortifications I have had in this unfortunate expedition, that of being forced to burn several villages, etc. as the only expedient left me for the publick security was not the smallest. It was indeed forced upon me by the violence with which my rebellious subjects acted against me, and what they, as the first authors of it, must be answerable for, not I; however, as I cannot think of leaving this country without making some provision to repair that loss, I have therefore consigned to the Magistrats of — the sum of — desiring and requiring of you, if not as an obedient subject, at least as a lover of your country, to take care that it be employ'd to the designed use, that I may at least have the satisfaction of having been the destruction and ruin of none, at a time I came to free all.' The letter was given to the officer left in command of the army, General Gordon, with instructions to fill up the blanks with the name of the town and the sum, before forwarding it to the Duke of Argyll, the money being the amount left over after providing for the subsistence of the army.

For a short time in 1745 the Royalists had their quarters here, but they were driven out by the Jacobites, whose influence in the neighbourhood seems then to have been considerable. The 'Hazard,' a sloop-of-war of 16 guns and 80 men, was then sent to regain the position, and entering the basin commanded the town with her guns, so that the anti-Government party were compelled to retire. Captain David Ferrier of Brechin, the Jacobite deputy-governor, was not, however, so easily dispossessed of his prize, for entering the town at night

he took possession of the island of L. . . . erected an earthwork to protect his men. The same afternoon a French vessel, which was coming in with troops, was run on shore out of reach of the 'Hazard's' guns, her cannon were dragged to land and mounted at the island, and the fire opened from these at last compelled the government ship to surrender. The 'Hazard' proved for a time serviceable to Prince Charles Edward, but early in the following year she was driven ashore at the Bay of Tongue and lost to the Jacobites—as was also a large sum of money then on board. General Byng came to avenge her capture, but had to content himself to sinking the long boat of a French vessel that was lying off the coast. In 1746 the Duke of Cumberland passed through the town—the site of the house where he slept being now occupied by the National Bank—and a garrison was posted at the place, notwithstanding which, on 10 June (the anniversary of the old Chevalier's birthday), the Jacobite ladies showed their constancy by wearing white gowns, while the boys made bonfires along the streets. The officer in command of the station overlooked the matter, as he had no wish to punish ladies and children, but Cumberland with his usual vindictive cruelty had him deprived of his commission, and threatened to cause the children to be whipped at the cross to frighten them from their bonfires, a threat which he is actually said to have had carried into execution in some cases, it being alleged that one of the culprits so treated was Coutts, afterwards the great London banker.

In 1773 Montrose was visited by Dr Johnson and Boswell on their way from Edinburgh to the Hebrides. 'We found,' says Boswell, 'a sooty inn where I myself saw another waiter put a lump of sugar with his fingers into Dr Johnson's lemonade for which he called him "Rascal!" It put me in great glee that our landlord was an Englishman. I rallied the Doctor upon this, and he grew quiet. . . . Before breakfast [the next morning] we went and saw the town-hall, where is a good dancing-room and other rooms for tea-drinking. The appearance of the town from it is very well; but many of the houses are built with their ends to the street, which looks awkward. When we came down from it I met Mr Gleig, a merchant here. He went with us to see the English chapel. It is situated on a pretty dry spot, and there is a fine walk to it. It is really an elegant building, both within and without. The organ is adorned with green and gold. Dr Johnson gave a shilling extraordinary to the clerk, saying, "He belongs to an honest Church." I put him in mind that Episcopalians were but dissenters here; they were only tolerated. "Sir," said he, "we are here as Christians in Turkey." The Doctor himself records his impression briefly. "We travelled on to Montrose which we surveyed in the morning, and found it well built, airy, and clean. The town-house is a handsome fabric with a portico. We then went to view the English chapel, and found a small church, clean to a degree unknown in any other part of Scotland, with commodious galleries; and what was yet less expected, with an organ." The town, in those days seems to have had a number of beggars, for in the passage immediately following, Johnson remarks that when he had proceeded thus far he had opportunities of observing what he had never heard, "that there are many beggars in Scotland," though, to their credit be it said, that they solicited "silently or very modestly." The English Episcopal Church that is mentioned is St Peter's, which was founded in 1722, but was unfortunately burned down in 1857, just after it had been repaired.

Except a visit from Burns in 1787, and another from the Queen, who took train to Perth from a temporary station near the present Victoria Bridge, on her return from Balmoral in 1848, the town may be said to have no later history. Although since the latter part of last century it has had less increase of population and less growth of trade and industry than most towns of its class and in its position, it has yet thriven in a steady way that is perhaps better than sudden bursts of pro-

sperity would have been, and there is but little sign of the fulfilment of the old rhyme:—

‘Bonnie Munross will be a moss;
Dundee will be dung down;
Forfar will be Forfar still;
And Brechin a braw burgh town.’

The town was the birthplace of Robert Brown (1773-1858), the eminent botanist; Joseph Hume (1777-1855), politician and reformer; Sir Alexander Burnes (1805-41), Asiatic scholar and traveller; Sir James Burnes, his elder brother, who also distinguished himself in India; Sir James Duke (1792-1873), Lord Mayor of London in 1845-49; Sir William Burnett, the inventor of the process known as ‘Burnettising’ for deodorising bilge water and preserving timber from rotting; and George Paul Chalmers, R.S.A. (1836-78). Alexander and James Burnes were sons of a cousin of Robert Burns, and the former was killed at Cabul, where he was political resident. Old Montrose has given to the family of Graham the successive titles of Earl (1505), Marquess (1644), and Duke (1707) in the peerage of Scotland. This family can be traced back to 1128, when William de Graham witnessed a charter of King David I. to the monks of Holyrood. The early members of the race were all distinguished for their bravery. The first of them connected with Forfarshire was Sir David Graham, who obtained a grant of Old Montrose from Robert I. The first Earl was killed at Morden, and the third was appointed Viceroy of Scotland in 1604. The first Marquess was James, who figures so prominently in the time of Charles I. His son and successor, who was restored to the title and the estates in 1660, was known as the ‘Good Marquiss.’ Viscount Dundee was sprung from a branch of the same family. The dukedom was conferred on the fourth Marquess as a reward for his steady support of the Union. The family has long ceased to have any connection of interest with either the town or neighbourhood. Their present seat is Buchanan Castle, Stirlingshire.

Streets and Public Buildings.—The town has two principal lines of street running in a general direction from N to S. That to the W is the principal, and from N to S has the names of Northesk Road, The Mall, Murray Street, and High Street; that to the E is known to the N as Mill Street, and to the S as Baltic Street and Apple Wynd, and is mostly very irregular and narrow. On the W side of High Street a fine wide street—Hume Street—was formed in 1880 to give access to the new station of the Montrose and Arbroath section of the North British railway system. High Street is continued westwards to the river by Castle Street and Upper Fishergate, much improved in recent years, but still of unequal width, narrow, and winding. To the W of this, branching off also from High Street, is the wide modern Bridge Street. Along the side of the river is Wharf Street, eastward of which, towards the old station and harbour, are Hill Street, Commerce Street, Ferry Street, and River Street. Eastwards of Baltic Street and Mill Street is an open space, partly laid out as public gardens, which is known as The Middle Links, about which are a number of excellent houses. The chief cross streets from E to W are Broomfield Road at the extreme N end of the town, Rosehill Road at The Mall, and John Street off High Street and continued across the Middle Links by Union Street. The line by Bridge Street or Castle Street, High Street, Murray Street, The Mall, and Northesk Road lies along the main coast road from Dundee to Aberdeen.

Till near the end of last century the traffic was conveyed across the South Esk by ferry-boats crossing the river between FERRYDEN and the harbour, but the road was then diverted to the westward, and bridges constructed between Montrose and INCHBRAYOCK,* and across the south channel between Inchbrayock and the S bank of the river. The bridge over the south channel was a substantial stone structure and still remains, that over the main channel was a heavy timber bridge, erected in 1793-98, and deemed a wonderful structure.

* So named from an old church dedicated to St Braoch.

One of the openings was moved like a drawbridge, in order to allow of the passage of ships up the river. In consequence, however, of an ill-advised narrowing of the channel at its site, the rapid current soon carried away the old bed of the river, and threatened to sweep away the foundations of the bridge; and after various expedients had been tried to prevent its destruction, it eventually became a piece of mere shaking patchwork, and was condemned. In its place it was determined to erect a suspension bridge, and this, designed by Sir Samuel Brown, B.N., and founded in Sept. 1828, was finished in Dec. 1829 at a cost of £23,000. The distance between the points of suspension is 432 feet, and the total length, including approaches, is about 860 feet. The towers are 23½ feet high from foundation to roadway, and 71 feet high altogether; 39½ feet wide at the roadway; and each is pierced by an archway 15 feet high and 16 wide. At a distance of 115 feet from the towers are the chambers where the ends of the chains are secured. The chains themselves, which are double, and 1 foot apart, are made of the best cable iron, with bars 8 feet 10 inches from centre to centre, and the joints of the upper main chains over the middle of the bar in the lower. The suspending rods are 5 feet apart. In 1838, on the occasion of a boat-race in the river, a large crowd on the bridge rushed from one side to the other, and the sudden strain, owing to some imperfection in one of the saddles on the top of the north tower, causing the upper chain on one side to give way, it fell on the lower chain, killing several people. Had not the under chain proved sufficiently strong to support the sudden strain, the whole crowd would have been precipitated into the water. The bridge was speedily repaired, but in October the same year a violent south-westerly gale produced such violent vibrations as to tear up, destroy, and throw into the river about two-thirds of the roadway. The main chains, however, remained uninjured, but repairs were necessary to the amount of £3000. Hitherto the lateral oscillation in the centre had been as much as from 3 to 4 feet, but now, by the introduction of new supports, designed by J. M. Rendal, London, this was reduced so as not to exceed 3 or 4 inches. A portion of the roadway at each side, reserved for foot-passengers, is railed off from the carriageway by longitudinal timber traverses, which so abut upon the towers, and extend above and below the roadway, as to thoroughly stiffen the whole structure. When this bridge was first erected, the centre span of the stone one, across the south channel, was taken down and replaced by a draw-bridge to allow vessels to pass up to Old Montrose, but it is hardly ever used. Financially the suspension-bridge has always been in difficulties, for, notwithstanding the pontage income, there still in 1871 remained a debt of more than £18,000, and as the revenue derived from tolls was then threatened with a great reduction, should the proposed formation of a direct Montrose and Arbroath railway be proceeded with, the company promoting that line became bound to pay annually £983, 6s. in perpetuity as compensation for the anticipated loss. When the Roads and Bridges Act came into operation in 1883 the pontage was finally abolished. Whilst the foundations of the northern towers were being dug, a large number of human bones were found in the small eminence close by, on which the castle stood, and which is known as the Castlehill or Forthill. A short distance up the river from the suspension-bridge is the viaduct by which the Arbroath and Montrose railway crosses the South Esk. It was designed by Mr W. R. Galbraith, and is 475 yards long. There are 16 spans, the one at the S side being 63 feet wide, the two at the N side respectively 54 feet and 57 feet 6 inches, and the others 96 feet. The girders are supported on double cylindrical piers sunk in the bed of the river to an average depth of 18 feet, 7 feet 6 inches in diameter up to low water, and thence 5 feet in diameter. It was erected in 1882-83 to replace the original viaduct constructed in 1878-80, somewhat on the same plan as the Tay Bridge; but after the disaster to that structure, although it was used for goods traffic, the Board of Trade refused to grant it the

necessary certificate for passenger traffic, and it was removed. Across the south channel there is a brick viaduct of 16 arches.

The infirmary, near the N end of the suspension-bridge, was originally connected with the old lunatic asylum noticed in the account of the parish. It afterwards became separate, and the present building, erected in 1837 at a cost of £2500 and enlarged in 1865, includes a fever ward, a small-pox ward, and a dispensary. It is under the charge of the same directors as the lunatic asylum, and the average annual number of patients is over 400.

High Street was, till 1748, divided along the centre into two streets by a row of houses called Rotten Row, but it is now a wide handsome open thoroughfare. Many of the houses still present their gables to the street, but these older features are slowly disappearing. Projecting into the street towards the S end is the town-hall, erected in 1763, and with an upper story added in 1819, a plain building, with arcaded basement and a pediment containing an illuminated clock. It contains a council-room, a guild-hall, a court-room, a coffee-room, a reading-room, and a large apartment used as a public library (founded in 1785; annual subscription one guinea). There is an extensive collection of books amounting to over 19,000 volumes. Besides this there is a trades' or mechanics' library with 7000 volumes (founded 1819; annual subscription 4s. 4d.) and a grammar school library, founded in 1686, and containing many old and rare books. The old Trades' Hall on the E side of High Street, a short distance N of the town-hall, is now known as the Albert Hall. The statues close by are those of Sir Robert Peel, erected in 1855; and of Joseph Hume, M.P.—a native and for some years member for the Montrose district of burghs—erected in 1859. The prison to the S of the town-hall superseded a disgraceful old jail in the Steeple with only two or three miserable cells. Built in 1832, it has become almost useless in consequence of the transference of all long-sentence prisoners to the prison of Dundee, though those with sentences of not more than 14 days are still kept here, and part of it is used as a police court-room.

There seems to have been a parish church as early as the 13th century, but the present building, which is immediately E of the town-hall, was erected in 1791 on the site of an older church, and measures 28 by 65 feet. It is one of the largest in Scotland, the double tier of galleries and area containing 2500 sittings. The square steeple of the older church with its octagonal spire formed a prominent feature in old views of the town. The spire was of later date, having been added in 1694—the date on the vane now in the museum. It was in it that Thomas Forster, a priest, met his death at the hands of John Erskine of Dun, a circumstance that led to the young laird's retirement to the Continent for a season, and thus to his adherence to the doctrines of the Reformation; and on it 'a fyre of joy' burned in June 1566 on the reception of the news of the birth of James VI. The steeple having become somewhat rickety was taken down in 1831, and the present one, 200 feet high, erected in 1832-34 after designs by Gillespie Graham at a cost of £3500, the gable of the church being altered and improved at the same time. There is a fine brass chandelier which belonged to the old church. Round the building is the old burial ground, which contains the grave of Maitland the historian. There is a new cemetery at Rosehill Road on the NE of the town. Melville Established church, built in 1854 as a chapel of ease, is now a *quoad sacra* parish church. It has 800 sittings. St John's Free church, in John Street, a Grecian building, was erected in 1829 as a chapel of ease at a cost of £3969, and contains 1370 sittings. St George's Free church, built soon after the Disruption, contains 1300 sittings; and St Paul's Free church, a plain Gothic building with a spire (1860), has 520 sittings. Mill Street U.P. church, built in 1830 for a congregation formed in 1750, contains 500 sittings; John Street U.P. church, built in 1824 for a congregation formed in 1787, has accommodation for 750

persons; and Knox U.P. church, in Castle Street, built in 1860, for 300. The Independent church, in Baltic Street, was built in 1844 in place of a previous chapel, and contains 700 sittings. The Evangelical Union church (1849) has accommodation for 400; and the Wesleyan church at the foot of New Wynd, built in 1873 in room of an older church dating from 1814, accommodation for 330. The Scottish Episcopal church (St Mary), in Panmure Place, was built in 1844, partly with a donation of £1000 from H. Scott, Esq. of Brotherton, and, as restored and enlarged in 1878, is a good Early English edifice, with organ, fine stained-glass windows, and 350 sittings. The English Episcopal church (St Peter), whose early history has been already referred to, was rebuilt in 1859, and contains 500 sittings. Within garden ground on the W side of Murray Street there were, till the beginning of the present century, remains of a Dominican monastery. The original building, 'biggit and foundit' and dedicated to the Virgin Mary in 1280 by Allan the Durward, last male representative of the De Lundins, seems to have stood on the portion of the links known as St Mary's, near Victoria Bridge, but in 1516 the monks removed to new buildings in the position first mentioned. Almost nothing more is known of their history except that they found themselves disturbed in their new abode by the noises in the streets, and were, in 1524, allowed to return to their first dwelling.

Montrose Academy stands on the Links, and was, as we have already seen, in existence as early as the middle of the 16th century at least. Its early fame and its connection with Wishart and the Melvils has been already noticed. One of the teachers in the 17th century was David Lyndsay, a cadet of the Edzell family, who became Bishop of Brechin, and was afterwards Bishop of Edinburgh when Jenny Geddes threw her stool at Dr Hanna's head. 'The bishop of Edinburgh, named Mr David Lyndsay, coming to preiche, heiring of this tumult cam nevertheles to Sanct Geillis kirk and teichit, but inquietatoun. Sermon endit and he going out of the kirk dur, these rascall wemen cryit out aganist bischopis, reddlie to stane him to the death, but being a corpulent man wes haistellie put in the Eill of Rox-brughe coche, standing hard besyd, and was carrit to his lodging; the samen rascallis still following him and throwing stanes at the coche, so that he escapit narrowlie with his lyf.' Among the later pupils were Joseph Hume and Sir James and Sir Alexander Burnes. The present building, which is surmounted by a low dome, was erected in 1820, and contains accommodation for over 700 pupils. The average attendance is about 300, and the work, embracing the usual secondary subjects, is carried on by a rector, six masters, and three assistants. There is a very small endowment, so that the income is to a large extent dependent on fees. From funds bequeathed by Mr John Erskine, of Jamaica, in 1786, education is provided at this school for eight poor boys, and a salary of £50 is paid to one of the assistant masters. Dorward's Seminary—near the Academy, erected in 1833 partly at the expense of the Incorporated Trades and partly by subscription, and afterwards transferred to the management of Dorward's Trustees—gives instruction in English, writing, arithmetic, navigation, Latin, and French, and the work is carried on by a master and mistress. In 1883 thirteen schools, with accommodation, average attendance, and Government grant, were:—Erskine Street (152, 135, £114, 13s. 4d.), High Street (73, 119, £100, 10s. 6d.), Lochside (120, 74, £57, 4s.), Montrose (384, 291, £232, 6s.), Townhead junior (180, 109, £80, 0s. 6d.), Townhead senior (207, 206, £193, 14s.), White's Place (204, 191, £88, 17s. 6d.), White's Place infant (163, 154, £114, 18s.), Castle Street mission (242, 193, £116, 18s. 9d.), Dorward's Seminary (136, 61, £42, 15s.), Dorward's Lower Seminary (123, 60, £27, 3s. 7d.), St John's Free Church (320, 179, £106, 3s.), and Union Street Works (83, 32, £29, 14s.).

Dorward's House of Refuge, at the N end of the Middle Links, was erected in 1839, and is endowed from

a fund of £29,600 bequeathed by William Dorward, merchant in Montrose. It is a neat Elizabethan building, affording accommodation for 150 inmates, but has generally only about 80. In 1882 there were 23 men, 15 women, 25 boys, and 15 girls. It is managed by trustees from various public bodies. The Museum of the Natural History and Antiquarian Society is a neat building in Pannure Place, erected in 1837. It contains valuable collections of natural history objects, and a fine collection of coins and other antiquities. On Saturday it is accessible for the very small charge of one penny. The Barracks, to the NE of the harbour, were originally the buildings of the lunatic asylum, which were transferred to Government in 1860 to be converted into a dépôt for the Angus and Mearns militia, officially the 5th Brigade Scottish division R.M. Artillery.

Commerce and Trade, etc.—The manufacture of linen yarn and thread was introduced at a comparatively early period, and has been vigorously carried on. An annual market for these products was held in the early years of last century, and drew to it manufacturers from all parts of Forfarshire and Kincardineshire and from some parts of Aberdeenshire, to dispose of their goods. The making of sailcloth was begun in 1745; but after a short burst of prosperity it fell off, so as almost to become extinct. It has, however, now again revived and become very extensive. The manufacture of sailcloth, fine linen, lawns, and cambric was so prominent at Pennant's visit to the town in 1776, as to draw from him a eulogy on the skill and industry employed, as well as the beauty of many of the fabrics produced. Flax-spinning, with newly-invented machinery worked by one of Boulton and Watt's engines, was commenced in Ford's Mill, a factory built for this in 1805; and in 1805-6 the engineman who had charge of the machinery of this work was the great inventor of the locomotive engine, George Stephenson. An engineman's wages in those days could not have been large, but during the year Stephenson was in Montrose he saved a sum of no less than £28. Flax-spinning is now the principal industry, and gives employment to a large number of hands, both in the town and in its neighbourhood, as does also the weaving of part of the yarn into floor-cloths, ducks, sheetings, dowlas, canvas, and other fabrics, and the bleaching operations therewith connected. There are also extensive rope-works, tan-works, mills, machine-making establishments, breweries, starch-works—dating from 1798—soap-works, and an artificial manure and chemical work. Shipbuilding was once extensively carried on, but is now extinct, though there is still a good deal of boatbuilding. The registration or custom-house port used formerly to comprehend the whole coast from Buddon Ness on the S to Bervie-brow or Todhead on the N, and included Westhaven, Easthaven, Arbroath, Johnshaven, and Gourdon; but it is now restricted to the reach from Redhead to Todhead, and therefore includes now only Johnshaven and Gourdon. The number of vessels within the smaller range, with their tonnage, has been at various dates as follows:

Year.	Sailing Ships.	Tons.	Steamers.	Tons.	Total Vessels.	Total Tons.
1868	112	17,320	2	40	114	17,360
1875	78	13,520	4	1150	82	14,670
1882	50	9,287	7	2053	57	11,340
1883	44	8,260	8	1840	52	10,100

By far the greater part of the ships belong to Montrose itself.

The harbour comprises the whole reach of the South Esk from the bridge to the sea, but is occupied principally in the upper part of that reach. It is naturally very good, and has been well cared for. The entrance is somewhat narrow, and cannot easily be taken, with the wind from certain points; but the depth over the bar is

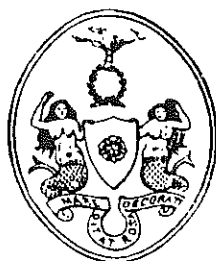
18 feet at low water of spring tides, and it is therefore accessible at all hours to vessels of large draught. To the N of the fairway is a dangerous bank called the Annet Sands. There are leading lights, and on the promontory at the S side of the mouth of the river is Montroseness or Scurdyness lighthouse (1870), with—since 1881—a double intermittent or occulting light, its periods of light being always four seconds, and its periods of darkness two seconds and eight seconds alternately. The light is visible at a distance of 17 nautical miles. The quays are well constructed and commodious. A wet dock, measuring 450 by 300 feet, with a depth of 19 feet at spring tides and 15 at neaps, and capable of accommodating 6000 tons of shipping, was formed in 1840 at a cost of £43,000. There is a patent slip, capable of raising vessels of 400 tons. Tramways connect the harbour with both the Caledonian and North British railway stations. The present trustees are 5 elected by the county, the sheriff of the county, the provost and senior bailie of Montrose, 2 members elected by the town council, 9 chosen by the municipal electors, and 4 elected by the town council of Breechin. It was acquired by this body from the town council in 1837, under act of parliament, by which a payment of £600 a year in perpetuity is to be made to the latter body. The following table shows the tonnage of vessels that entered from and to foreign ports and coastwise, with cargoes and ballast, at various dates:—

Year.	ENTERED.			CLEARED.		
	British.	Foreign.	Total.	British.	Foreign.	Total.
1860	48,882	17,638	66,520	33,790	17,006	50,856
1874	66,915	25,414	92,329	66,902	22,479	89,381
1881	71,319	21,426	92,745	68,122	20,917	89,039
1882	65,998	23,041	89,039	67,450	26,214	93,664

The foreign trade is chiefly with the Baltic and Canada. The chief exports are grain, manufactured goods, and fish, and the chief imports are timber, coal, flax, hemp, and wheat. The trade in wood is second only to that on the Clyde, and more unmanufactured tobacco is imported here than is brought into any other port in Scotland except Glasgow and Leith. The amount of customs in 1866 was £3154, in 1874 £1787, in 1881 £1205, and in 1882 £1093. Montrose fishery district embraces the coast from Broughty Ferry to Gourdon, and on 1 Jan. 1883 had a total of 182 first class boats, 244 second class boats, and 193 third class boats, with a total tonnage of 4954, and 1180 resident fishermen and boys. Of these, however, only 1 first class boat, 4 third class boats, and 8 men and boys belonged to Montrose itself. In the year before the value of the boats was £37,012, of the nets £25,500, and of the lines £7224. The total persons employed in connection with them were 2882, the number of barrels of herrings salted or cured 39,199, and the number of cod, ling, or hake taken 110,392. Of the whole number of boats, about a quarter belongs to the small fishing-village of Ferryden, on the opposite side of the South Esk from Montrose. But few of the boats fish at home, the number in 1883 being 174, which had a total catch of 15,344 crans.

Municipality, etc.—As already noticed it is uncertain when Montrose became a royal burgh, but in the charters of confirmation and renovation granted by David II. in 1352, and by Robert II. in 1385, there is a rescript of a charter believed to have been granted by David I. Subsequent extension of privileges was granted by James IV. Municipal matters are attended to by a provost, 3 bailies, a dean of guild, a treasurer, a hospital master, and 12 councillors, and this corporation is probably the only one in Scotland that can boast of ever having had female burgesses, since in 1751 the ladies Jean, Mary, and Margaret Falconer, daughters of Lord Falconer of Halkerstone, were raised to that dignity. The council acts also as the police commission, and the police force consists of 12 men (one to every 1247 of the population)

with a superintendent, whose salary is £150. The number of persons tried at the instance of the police in 1863 was 237, the number of those convicted was 234, the number committed for further proceedings 5, and the number not dealt with 21. The corporation property is valued at about £72,000, and the liabilities to be charged against it to about £33,000. The annual revenue is about £2900. Gas is supplied by a company formed in 1827, whose works are in Lower Hall Street. Water was brought first from Glenskenno in 1741 at a cost of £1300; and the present supply, which comes from the North Esk above Kinnaber, was introduced in 1857 at a cost of about £8800. A thorough scheme of drainage was carried out subsequent to 1873. The incorporated trades are blacksmiths, wrights, shoemakers, weavers, mason, and tailors.



Seal of Montrose.

Under various trustees there are 23 charitable funds bequeathed between 1744 and 1882 with capitals varying from £50 to £4000, the interests being chiefly applied to the assistance of indigent persons not paupers. The hospital fund granted by King James VI. in 1587 gives assistance to about 150 persons, who receive quarterly allowances from it. The burgh arms are, On a shield argent, a rose

seeded and barbed proper: the supporters are two mermaids proper; the crest a hand sinister issuing from clouds, and holding a branch of laurel, with the motto, *Mare dilat, rosa decorat*.

The town has a head post office, with money order, savings' bank, insurance, and telegraph departments, and offices of the Bank of Scotland, British Linen Company, Clydesdale, Commercial, National, North of Scotland, Royal, and Town and County Banks. There is also a National Security Savings' Bank, agencies of 49 insurance companies, and 8 hotels. The newspapers are the Liberal *Montrose Review* (1811) and the Conservative *Montrose Standard* (1837), and are both published on Friday. There are three Masonic lodges—Kilwinning, St Peter's (No. 120), and Incorporated Kilwinning (No. 182). Among the miscellaneous institutions may be noticed the Rossie Pleasure-Grounds (to the S of the town, laid out in 1868-70, and open to the public), the Rossie Boys' Reformatory (1857)—with about 65 inmates—in Craig parish, a public coffee house and reading-room (1890) in Castle Street, a model lodging-house in South Esk Street, the Temperance Hall in Market Street, the Assembly Hall in High Street, the Lifeboat station, the Natural History and Antiquarian Society, the Scientific and Field Club, a Young Men's Christian Association, a branch of the Bible Society, a Town Mission, a Society for Improving the Condition of the Poor, a Destitute Sick Society, a Ladies Clothing Society, a Temperance Society, six Good Templar Lodges, a Court of Foresters, two Lodges of Oddfellows, two Lodges of Free Gardeners, a St Crispin Lodge, a United Society of Seamen, a branch of the Shipwrecked Fishermen and Mariners' Royal Benevolent Society, a Horticultural Society, an Orchestral Society, a Harmonic Union, a Tonic Sol-fa Association, six golf clubs—the links affording one of the best golfing greens in Scotland—a curling club, two bowling clubs, three cricket clubs, and five football clubs. The volunteer hall was opened in 1883; and there are an artillery and two rifle volunteer corps, in connection with which the Angus and Mearns Rifle Association (1860) holds a meeting on Montrose Links annually in August. Sheriff small debt courts for the parishes of Craig, Dun, Logie-Pert, Lunan, Maryton, and Montrose are held on the third Friday of January, March, May, July, September, and November; and there is a justice of peace small debt court on the first Monday of every month. The weekly market is on Friday, and there was formerly an annual fair—which figures in *John o' Arnha*—on 3 May, Rood Day, whence the name

Ruid or Rood Fair. This and another old fair held in July, and lasting four days, are now abolished, and fairs are held on the Fridays after Whitsunday and Martinmas (o.s.).

Montrose unites with Arbroath, Brechin, Forfar, and Bervie in returning a member to parliament (always a Liberal since 1837), and is the returning burgh. Parliamentary constituency (1883-84) 2050, municipal constituency 2412. Valuation (1876) £51,144, (1883-84) £57,142, 13s. 6d., including £4399 for railways. Pop. of parliamentary burgh (1831) 12,055, (1841) 13,811, (1851) 15,238, (1861) 14,563, (1871) 14,548, (1881) 14,973, of whom 6705 were males and 8268 females. Houses (1881) 2777 inhabited, 66 vacant, 6 building. Of the total population at last census 3923 men and 1908 women were engaged in connection with industrial handicrafts or dealing in manufactured substances, while 2522 were boys and 2394 were girls under 15 years of age.

See also Jervise's *Memorials of Angus and Mearns* (Edinb. 1861); and Mitchell's *History of Montrose* (Montrose, 1866).

Montrose, Old. See MARYTON.

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B-3	Old Parish Record, Fettercairn, 1731. Baptism of David Valentine, son of James Valentine and Jean Croll.
B-4/B-6	Excerpted pages 52-56, Chapter VII, 'History from 1698 to 1747,' and page 57 of Chapter VIII, 'History from 1747 to 1861,' from <i>The History of Fettercairn</i> by Archibald Cowie Cameron, 1899.
B-7/B-12	Excerpted pages 262-269, Chapter XXXVI, 'Agriculture and Old Customs Markets,' and pages 270-272, Chapter XXXVII, 'Place Names,' from <i>The History of Fettercairn</i> . Article on 1752 calendar change.
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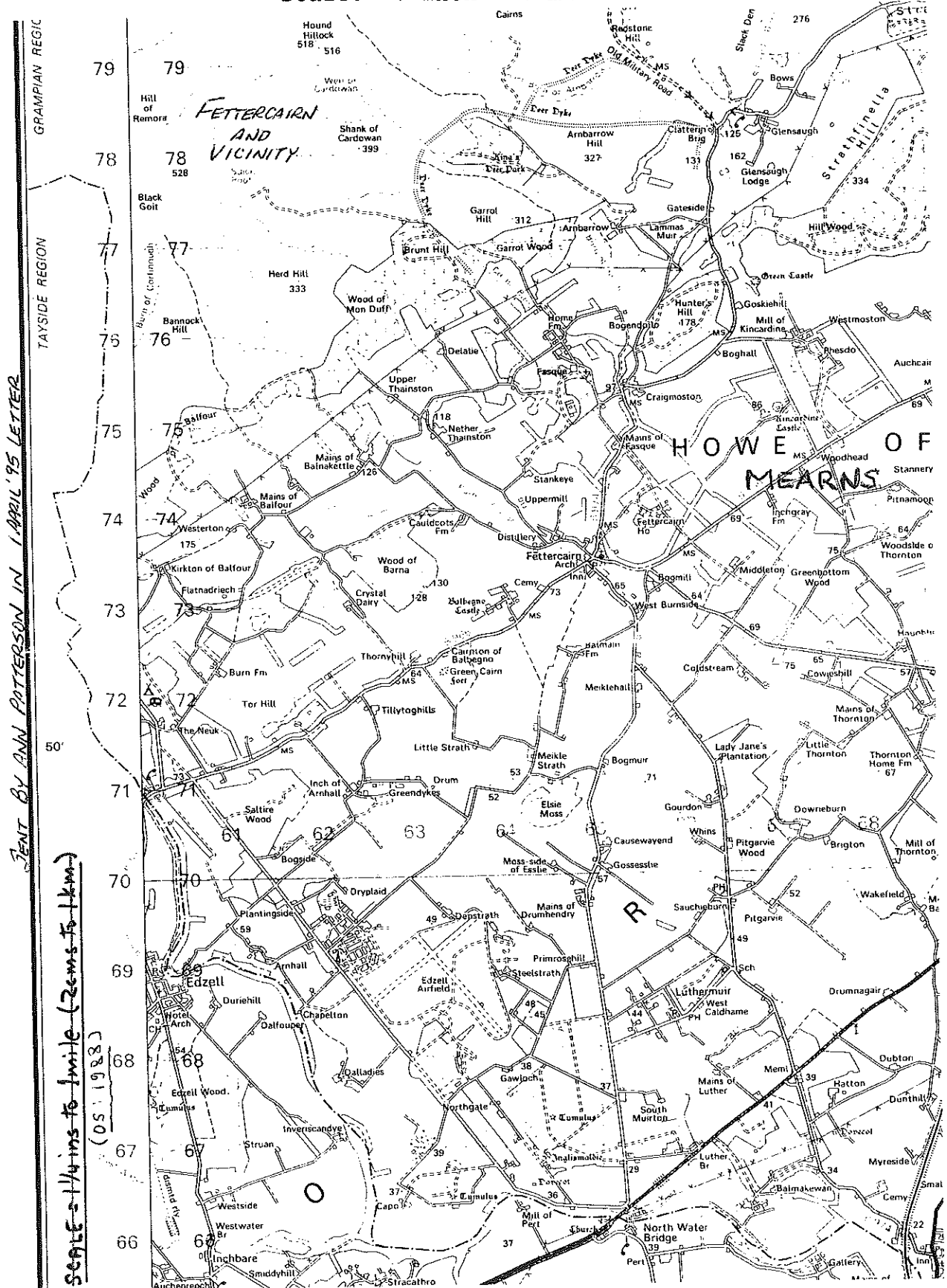
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1728

B-

1988 Ordnance Survey Map
Reduced to 80%

Scale: 1 inch = 1 mile



James Valentine and Jean Croll
Baptize a son, David
October 3, 1731

1st James H. wife to Christian Saville both in the parish of St. John
 married July 23rd 1810
 2nd John Webster husband to
 3rd David Groll husband to Jean Hall at Nalshelle had a son
 4th John Lindsay husband to Eliza Greshock in Inch had a daughter
 5th James Macdonald & Gisel Don both in the parish of St. John their names
 to marriage, married July 27th
 6th George Brown in the parish of St. Catharine & Eliza Alexander
 7th George Brown in the parish of St. Catharine & Eliza Alexander
 8th George Brown in the parish of St. Catharine & Eliza Alexander
 9th William Feller husband to Isobel Mitchell in Garry had a son
 10th John Loring husband to Jean Fellers at Burnsides of Gellacoun had a son
 11th John McIlwain husband to Margt Ochler in Garry had a son
 12th Alexr Christy husband to Isobel Macdonald at Upper Henslon had a daughter
 13th William Ferguson husband to Isobel Macdonald in Garry had a son
 14th David Clark husband to Isobel Clark in Disclune had a daughter
 15th William Anderson husband to Margaret Miller in Garry had a son
 16th John Davidson husband to Eliza Greshock in Garry had a son
 17th David Groll husband to Anna Falconer in Drumhenny had a daughter
 18th John Christy husband to Janet Groll in Gellacoun had a son
 19th David Valentine husband to Margt Austine in Bogendole had a son
 20th John Watt husband to Janet Groll in St. John had a son
 21st James Hunter husband to Eliza Greshock in Drumhenny had a daughter
 22nd James Valentine husband to Jean Groll in St. John had a son
 23rd John Groll husband to Eliza Greshock in Drumhenny had a son
 24th Alexr Groll husband to Agnes Stralton in Keshy Mgr had a son
 25th John Groll husband to Isobel Mitchell in Garry had a daughter

Excerpts from "The History of Fettercairn," by Archibald Cowie Cameron, 1899

CHAPTER VII.

HISTORY FROM 1698 TO 1747.

LESS than a quarter of a century ago there stood, on what is now a vacant piece of ground near the N.E. side of the kirkyard, an ancient-looking clay-built and thatched biggin, whose quaintly finished timbers, patched up from time to time, finally collapsed under the ravages of natural decay. It had served its day and generation; first, as the hostelry or principal inn of the village; next, as an ordinary dwelling house; and, last of all, as the cooorage of a thriving pork-curing establishment (which ceased to be when the owner, the late lamented Mr Dakers, went the way of all flesh). It was said to have afforded a night's lodging to the "Bonnie Prince Charlie"; but as he never came by way of the Mearns, his name must have been through time confounded with that of his father, the old Pretender, or James VIII., who landed at Peterhead on the 22nd December, 1715, arrived at Fetteresso on the 24th, and staying there a week with the Earl Marischal, left for Brechin and the south, either on the 1st or 2nd of January, 1716. If on the 1st, as some state, he took two days to reach Brechin, and lodged for the night at Fettercairn. That he did is supported only by tradition; and the probability is that, in course of time, the story of the night's lodging, as already noticed, of the Earl of Errol and his retinue on their way to the coronation of Charles II. came to be told in connection with Charles the Pretender.

A knoll in a field east of Fettercairn village has for the last century and a half borne the name of "Randal's Knap." The hillock with its name, to succeeding generations of youngsters in the village, has been more or less a source of fear; but on one day of the year, one of joy, for the rolling of their Easter eggs down its steep sides. Of fear, because of the weird tale, that upon it Randal was hanged. What name it bore ~~before that event~~ nobody knows. Probably the *Mod* or Court-hill and the heading-hill of the barony in the olden time. Randal Courtney, an Irish soldier, residing in Luthermuir, broke into the "stane hoose o' Cadam,"¹ and stole a watch and other articles. He was caught in a weaving cellar, which is still to the fore, at the "Townhead" of Fettercairn, tried before the Justiciary Court on 6th August, 1743, and sentenced to be hanged at Fettercairn on the 21st September following. The *Scots Magazine* gives this account of the trial:

"That the fact as deponed to by his accomplice, Robert Sutor, for whom a remission was obtained in order to his being made an evidence, and whose testimony was supported by Mr Keith's man, maidservants, and other evidences, was, that Courtney had for some months before invited him (Sutor) to take part in searching for a sum of money that lay hid in the Muir near Fettercairn; that having the night of 7th April last been prevailed on to accompany Courtney, they went together till they came near the house of Mr Keith of Caldham, where Courtney then told him the money lay; that Courtney, having made a rope of straw, got upon the garden dyke, from thence upon the brewhouse, and ascending the mansion house, fixed his rope to the chimney and got down into the kitchen, and opened the door let in the deponent; that after fastening the doors of the bed where the two maidservants lay, they bound the manservant, and throwing him into the bed behind his master, ordered the gentleman to deliver what money, &c. he had; that the gentleman gave Courtney what gold he had in his breeches; but Courtney, not content, ordered the deponent

¹ George Keith's, who built the bridge of Caldham, in 1744, and left a sum of money for its upkeep and for the poor of Marykirk.

to go and heat the tongs, in order to put the gentleman's ears into them and extort the rest of his money from him; that the gentleman thereupon gave them the keys of his repositories and assisted them to open the same; that Courtney carried off what money and gold was therein, and locking the gentleman and servant up, went down stairs and plundered the house of bed and table-linen, and that the deponent's dividend of the spulzie was only £18 sterling. Sic Subscriptor—ROBERT SCOTCH.

The wright that made Randal's gallows was a worthy man, Alexander Croll, tenant of Kirkhill, alias "Kirkie Croll"; but the popular odium, incurred by his doing this piece of work, won for him and his son after him the nickname of "Pin the Wuddie" the wuddie being the withe or wand in place of a tope. The watch which Randal stole was a remarkable piece of mechanism. It was duly restored to the laird of Caddhame, and became afterwards the property of the Rev. James Beattie, minister of Maryton, from whom it was also stolen, and was again the means of identifying the thief. It now belongs to Mr David Watson in Ireland, brother of the late John Watson, Banker, Laureneekirk.

In March, 1746, the Duke of Cumberland despatched 300 of his troops, under the command of a refugee French Officer, to occupy Edzell Castle and burn the houses and homesteads of all who had gone to join the Pretender, as well as to disarm all rebels left in Glenesk and the other glens of Forfarshire. The Fettercairn people were generally loyal to the House of Hanover and gave no occasion for such a visitation. This will be seen from one or two subsequent incidents which fall to be narrated. After the defeat of the rebels at Culloden, not a few of them fled in the direction of the Mearns, coming down over the Cairn o' Mount and molesting the peacefully disposed inhabitants of Fettercairn. A number of the latter, acting in accordance with a proclamation of the Duke of Cumberland, and on the authority of the sheriff of the county, armed them-

selves as a guard to watch day and night, especially the Cairn road, and prevent the destruction of life and property. In the exercise of this duty, they were accused by Sir Alex. Ramsay and other Justices of the Peace in a meeting at Drumlithie, of too much zeal in the discharge of their duty, of complicity in a murder and a robbery that had been committed, ~~but of which they did not directly accuse the~~ guard. The Justices, however, sent an order against night watching under arms, to be read from the pulpits of Fettercairn and Fordoun Parish Churches. All this, like many other movements in troublous times, would not now be heard of but for a petition and complaint, of date 11th June, 1746, presented to the Presbytery of Fordoun. It was composed and written in rather quaint terms by James Bate, schoolmaster, and signed by him and others of the parties accused. The Presbytery received the Petition, approved of the loyalty and diligence of the complainers, and agreed to ask the Earl of Ancrum to present said petition to the Duke of Cumberland, and request him to take his own method of securing these hill passes and the peace of this corner of the country.

On the afternoon of the 12th of February, 1747, a gang of armed men from Brechin, five or six in number, made a raid upon the village of Fettercairn. Their leader was a desperate fellow of the name of Davidson, a keen Jacobite, evidently bent on revenge as well as robbery and plunder. Their first attack was made upon the house of the Rev. Anthony Dow, the minister, partly because he had acted a prominent part against the rebellion of 1745, and partly because he was no doubt the first man in the place worth robbing. The story bears that Mr Dow and his manservant very bravely defended themselves and their property; that, aided by some others, they took Davidson prisoner; but that he was soon rescued by his men, who did the good Mr Dow "a deal of mischief." Their next

attack was upon the schoolhouse, which then stood on the ground, now a garden, behind the farm steading of Kirkhill; but whether the schoolmaster (Mr James Bate) defended as bravely as the minister, is not known. It is however well known that, in the skirmish, the schoolhouse was burnt down, but whether accidentally or by design of the assailants, cannot now be determined. According to one account they wanted to get at the names and birth entries of certain individuals in the Kirk Session Records kept by the schoolmaster. According to another account they wanted the very opposite, viz., to burn the house and destroy the records. If this was their purpose they succeeded, inasmuch as the books of the forty years from 1682 to 1722 are now amissing; while portions of subsequent volumes, now bound together, but with the leaves half consumed, show that they were plucked out of the burning. Shortly after this event the same lawless band committed a similar offence at Durris by breaking into the manse and carrying off some valuable effects. But in the following year Davidson, their chief, was taken and brought to trial, executed, and hung in chains at Aberdeen.

CHAPTER VIII.

HISTORY FROM 1747 TO 1861.

FROM the middle of the eighteenth century down to the first year of Queen Victoria's reign (1837) there are no parochial events of much importance on record. Any noteworthy incidents which did occur are such as can be treated, along with relative subjects, in another part of this book. But on the occasion of the coronation of Her Majesty Queen Victoria on the 28th June, 1838, the villagers of Fettercairn, like those of more recent days, were not behind in their manifestations of loyalty. Under the heading of "Fettercairn," a local correspondent of the *Montrose Standard* writes as follows:—

"Our little village was not behind in the general rejoicing on Thursday last. Although we did not follow in the wake of some of the neighbouring towns, in *founding* public buildings, the day was employed in *pulling down* part of our church, to make way for a handsome steeple and additional church accommodation, about to be erected by the munificence of several of our public-spirited proprietors. A flag was displayed from the Forbes Arms Inn, and 'the artillery of Heaven' came very seasonably to supply the want of our ordnance department. A neat selection of fireworks, procured by subscription, was let off about ten o'clock p.m. from the Forbes Arms Inn, to the gratification of several hundreds who had by that time assembled in the village, and who afterwards retired to Fettercairn House to witness a similar display by the Lord of the Manor, Sir John Stuart Forbes, Bart., who supplied them with a bumper of *real Fettercairn* to pledge the health of 'our maiden Queen.' After three long and loud huzzas, the whole party broke up in perfect harmony and good order."

ropes and chains now used, twisted withs and willows did duty.¹

The wooden plough, a clumsy instrument, with its long beam and short stilts, was dragged by oxen driven by the gaudsman, who poked them with his goad and whistled a certain tune to cheer them up. If horses were yoked, they were led by a man walking backwards. Sometimes the oxen took a stubborn turn, and would neither be driven by the *gaud* nor ~~led by the charms~~ of the whistling, and hence the old proverb, "There's muckle whistlin' for little red lan"; and from the gaudsman's occasional "sweetness" or inactivity arose the saying, "They're sweeter to ca' than let the gaud fa'." If the oxen became unmanageable it was not unusual to blame the witches. One plough served for each "farm toon" or crofter hamlet. The work was badly done, as time did not permit to give the soil more than one turn over. The riggs were gathered to the crown, so that the fields became a series of long, narrow mounds off which the water ran, and this was the only system of drainage in use. Dung was carried out in *curvachs* or wicker creels hung across a crook saddle, one on each side of the horse; and "coupin' the creels" became a byword, when the man on one side filled faster than his neighbour on the other and destroyed the balance. Before the introduction of potatoes, turnips and green crops in the end of the century, the heaviest work of spring was the dunging and seeding of the "bear land"; and for it, during a week or two, even the clergyman's daily ministrations were suspended. Grain was carried in sacks across the horses' backs to the mill or the market; the animals on the narrow pathway following each other

¹ The back chain of a cart is still called the *rywoody*. The tenant of Inch, whose surname was Pressock, was bound in his lease to render a quantity of ropes made from the roots of trees dug from the north moss of Arnhall.

CHAPTER XXXVI.

AGRICULTURE AND OLD CUSTOMS—MARKETS.

A FEW cursory remarks on the state of agriculture, chiefly in the eighteenth century, will not be out of place in these pages. If the state of matters in former times and the improvements which have been effected be duly considered, the people of the present day have reason to be thankful for the change.

The closing years of the seventeenth century were years of dearth and famine, owing to a succession of deficient crops, and at the time of the Union the condition of the country was very low; and during the years that followed wars and troubles retarded agriculture. Much of the land lay in a state of marsh and waste; and where we now find fertile and well-tilled fields, there were either barren wastes or bogs and pools in which the cattle stuck when turned out lean and weak at the end of winter. For want of trees and hedgerows to enclose the fields, the general appearance of the country, especially in winter, was wild and dreary. The use of carts and wheeled vehicles was rare in the first half of the century; and the roads being mere bridle paths, creels and panniers on horseback were the only means of conveyance. Farm implements, rude and clumsy, were all made of wood; and instead of the

in single file with the halter *low* of the second horse tied to the tail of the first, and so on to the last, however many in number. The cutting of the crop with the toothed hook was a work that required many hands. When the hooks required sharpening, they were taken to the smithy to be re-punched.

The work of threshing was done on the larger farms by the barn man and his flail; but on the smaller holdings by the men, with candle light in the winter mornings, to provide a daily supply of straw for the cattle. A breezy day was chosen for winnowing the grain, with *wicht* or hand fan between the opposite doors of the barn, which generally stood crosswise to the direction of the prevailing winds. Towards the end of the century fanners were introduced, and the raising of wind by them was regarded as "awfu' uncanny." Every mill had its hillock, upon which in favourable weather the shelled grain was winnowed. Before the invention of sifting apparatus, people, generally women, had also to attend and sift at the grinding of their "melder," or the quantity sent to be ground.

In former times people depended mostly for food on the produce of their own fields; and when bad seasons came round they endured all the miseries of hunger and starvation. In 1681 the crops failed. In the end of June a fast was held in Fettercairn and other parishes "for the scorching drought that threatened the fruits of the ground." Dearth and famine followed so much in some northern parishes, that it is said half the people perished, and the other half were too weak to bury the dead. The winters of 1715 and 1740 were long and severe. The frost of 1740 continued for five weeks; a cold summer followed and made the crops a failure. The worst year of the century was 1782. The summer was so wet and cold that the corn began to shoot only in the end of August. With a severe frost on the 5th of October, and a heavy snowstorm in the

end of that month, the crops—even such as had got beyond the green stage—were entirely ruined. Very little of the grain was fit for next year's seed. That "snavy hairst" was long remembered. To relieve the distress, meetings of the county gentlemen were held, and money was collected to bring supplies from England. With aid from Government shiploads of meal and pease were imported, to be sent in quantities and sold or otherwise distributed. For the sake of economy, ~~all~~ idle dogs and other useless animals were destroyed; horses were fed on ~~straw and bruised whins~~; bear was not malted; and other means were used for the saving of provisions. In the Highlands and Islands, shell-fish, salted snails, nettle-broth, and blood drawn daily from the cattle, eked out the food supply during the summer months.

The Kirk Session of Fettercairn kept a "girnial" to supply doles of meal to the poor, that were more than doubled in number by the prevailing distress. The large number reduced to poverty continued for years to depend upon charity; and for 1800 to 1801, when the crops failed from drought, meal and provisions rose to famine prices, and the list of poor people was more and more increased.

In the early part of last century the farmhouses were wretched hovels, low, damp, and dirty; the people and the cattle were very much alike for accommodation. Where stones were scarce the walls were composed, at least in the upper part, of "feal" (turf), or mud and straw. A long narrow building covered with divots and thatch formed, in the better end, the "ben" (be in) and the "but" (be out) of the family dwelling; and a continuation of the "but" or kitchen, beyond a rough wooden partition, held the cattle; so that even the croonin' or snoring of the beasts could be heard at the fireside, or by "the gudeman in bed ayont the hallan." In front of the house, and only a step or two from the door, stood the dung hole—a deep area—filled with solids in winter and stagnant water in summer,

where pigs and poultry held riot, and into which, after nightfall, people frequently stumbled. When a house, byre or barn required repair or renewal, the neighbours gathered and gave a "love darg" (friendly turn) to complete the work, which, with the help of many hands, was often done in a single day.

Towards the end of the century a new and improved style of houses and farm buildings was introduced. The two-story dwelling-houses, now rather old-fashioned, but substantially built of stone and lime, slated at first with Turin slabs, are still to be seen on several farms of Fasque and Balmain estates, and were mostly erected by Sir Alexander Ramsay Irvine. Even these better houses of a hundred years ago lacked the comfortable furnishings now in use. The first fifteen years of this century passed before any house in the parish, except the proprietors' mansions and the manse, could boast of a carpet.

In the olden times the people lived very much upon oat cakes, barley bannocks, and pease bread. Wheaten bread was used only on very special occasions, such as marriages and funerals. A hundred years ago it was customary with the Fettercairn farmers to attend the Montrose Friday market, and bring home each to his goodwife a small loaf to keep the "aumri" (press), and serve for the week's drams and special treats. Kail-brose, or greens boiled and oatmeal stirred together, formed the supper dish during winter in the farmer's kitchen, and part of the boiled kail was left to be heated for breakfast. And who of the older members of the Fettercairn Farmers' Club can forget "The Kail-brose of Auld Scotland," so gleefully sung at the Club dinners by the late Mr Vallentine of Bogmuir?

A common article of food, hardly ever seen now, was *suicuns* or flummery, made from the husks or siftings of the oatmeal at the mill. These were steeped in a vessel among water till the mixture became sour. The thick pulpy part,

separated through a strainer and boiled, made with a supply of milk a very nutritious and wholesome dish.

It may be roughly stated that the rates of farm servants' wages about the middle of last century were only one-sixth of what they are now; at the end of it, only one-fourth; and fifty years ago, about one-half of the present amount. To a great extent wages were paid in kind; sometimes wholly, as in the case of shepherds who received the produce of ~~so many sheep~~ grazed with those of their masters. Married servants were allowed a piece of ground to cultivate in their spare hours. Women servants were paid in part with flax or wool to be spun by them in the winter evenings.

A glimpse of ancient rent items and farming customs may be obtained from the following notes of a new lease, for nineteen years of the farm of Balnakettle, granted in 1768 by Sir Alexander Ramsay Irvine to Robert Falconer the tenant. The money rent was £20 stg. Of the produce, thirty bolls of oatmeal and ten bolls of bear were to be delivered at Montrose; four dozen hens, but "their value to be deducted from the above money rent, at the rate of five shillings stg. per dozen." The grain of the farm, except bear and seed, must be ground at the mill of Balmain, paying $\frac{1}{10}$ of the same as mill dues. The minister's and schoolmaster's dues had to be paid; also those of the ground officer, which were two pecks for each chalders' farming. The services required were: To plough, dung and harrow yearly two acres "possest by Arthur Forbes, without fee, except victuals to the servants"; to cast, win and lead from the hill "a proportion of peat and turf to Fasque, or pay for the same"; to give one day's work of all his shearers in harvest; to carry to Fasque 7 bolls of shell lime from Mathers, 100 slates from Turin, 5 firloths of coal from Montrose. Also, 7 carriage horses to Montrose; and lastly, to give one day's labour "of all his horses, carts and

servants for dunging the land at Fasque." And, at the expiry of the lease, twenty acres of infield had to be left in sown grass of one, two, or three years old. All the above items put together might probably amount to one-third of the present rent. The rental of the whole parish was only about £3500, or a similar proportion. In those days the braes of Balnakettle, like portions of other farms, were partly occupied by sub-tenants or crofters. The foundations of three or four of their homesteads are still traceable along the golf course on the hill slope. One of them was Skairhews. Its occupant flitted down the country, and depreciated the old place in the following plain terms:—

"It was as bad as ever man sat upon, but it had some good things about it. There was aye plenty of meat for man and beast all the days of the year, water in summer and fire in winter, with shelter all the airts the wind blew. Fire was not ill to get, plenty of sods and peats and nothing to pay for them as for coals here."

MARKETS. Mention has been made in a previous chapter that the right to hold a weekly market in Fettercairn was granted by James IV., in 1504, and that Earl Middleton obtained a renewal of the grant. These markets were originally held on the ground now occupied by the Public School and its playground, which in former days was known as the Market Park, where cattle, sheep, &c., were sold. But coming down to a more recent date, hiring markets were held regularly in the village at the terms of Whitsunday and Martinmas. The main object of course was servant-feeing, but these days were observed as general holidays in the parish. Less than forty years ago the village street and square used to be lined with stalls containing sweets and all sorts of wares, all the way from the bridge up to the cross. Each "Jock" was expected to treat his own special "Jean," and many others besides, on market-day. It was an event to which school children looked forward with

great delight, especially to the Whitsunday market, which was the more important; and on the day preceding that great event, one could hear the village bairns singing:—

"The cocks are a' crawin', and the hens are a' layin',
For the morn's the merry, merry market day."

A few cattle used to appear for sale, huddled together in small groups to the east of the cross; and near the cross itself were ~~exposed for sale~~ a few tubs, butter-kits and milk-cogues, made by David Hughes, the ~~weaver~~ and well-skilled carpenter, who every year at Yule generously provided a supply of teetotums for the youth of the village. In the throng of the market cheap Johns jabbered about their wares, and usually drove a roaring trade; and occasionally could be seen some of the light-fingered fraternity, who affected to drop half-crowns into a purse and induce unwary young ploughmen, rendered somewhat sportive by a dram or two at the Forbes Arms or the Eagle Inn, to make bold bids, to their ultimate loss. But these scenes are now no more. The Fettercairn markets are dead and gone for more than thirty years, and soon will be altogether forgotten. An anecdote, supplied to Dean Ramsay by the Rev. Mr M'Clure, illustrating the cleverness of a boy waiting to be hired at one of the last Fettercairn markets, may fittingly close this chapter:—

The boy was asked by a spruce farmer if he wished to be engaged. "Ou ay," said the youth. "Wha was your last maister?" was the next question. "Oh, yonder him," said the boy; and he agreed to wait where he stood with some other youths till the enquirer should return from examination of his late employer. The former returned and accosted the boy. "Weel, lathie, I've been speerin' about ye, an' I'm to tak' ye." "Ou ay," was the prompt reply, "an' I've been speerin' about you tae, an' I'm nae gaen!"

CHAPTER XXXVII.

PLACE-NAMES.

THE aggregate number of farms, crofts and homesteads, old and new, in the parish was stated in chapter II. to be 114. Of that number only about 76 are now inhabited—the remaining 38, or one-third of the whole, are old and extinct homesteads, of which in many cases no trace remains other than their names, as recorded in the Parish Registers, and in the landowners' estate papers. To not a few of them it is now impossible to assign their respective localities. The place-names of the parish are very nearly one half wholly or partly Celtic, and one half purely Saxon: some three or four of the latter are new names of habitations recently founded. Places were originally named not indiscriminately, but with due regard to some peculiarity or leading feature of the locality. Down to a time not very remote, Gaelic was the universal language of the people, and their homesteads stood on the high and dry spots where the soil was good, with natural drainage and easy cultivation. This explains the reason why the names of all such localities, as well as of the farms and holdings on the hill slopes, are nearly all Celtic. Along the braes and higher grounds of the parish which, in ancient times, were the thickly populated parts, we find many of the names beginning with the prefix *Bal*, a home or town, as Balbegno, Balnakettle, Balfour, &c. And

Place-Names.

others with *Drum*, a ridge, as Drumhendry, and *Arn*, tilled land, as Arnhall, &c.

The low-lying, wet and marshy lands were left by the Celts to be drained and improved by the generations that followed and ceased to speak the old language; so that new homes and holdings on these lands received names purely Saxon, as Boarstone, Causewayend, Moss-side, Nethermill; or Scotch, as Meikleha', Rashiemyres, Reekit-lane, &c. The names of places recently founded are Mossbank, Primrosehill, and Westburn. Not a few place-names on the improved lands of the parish have either Celtic prefixes or postfixes, as *Bog*, a marsh, in Bogmuir and Blairbog; *Cairn*, a heap, in Cairngreen; *Craig*, a rock, in Craighill; *Criche*, clayey, in Crichtieburn; *Hare*, a landsend, in Harestone; *Strath* or *Srath*, a valley, in Meiklestrath and Littlestrath.

A complete list of the parish place-names need not be given here; those of purely Saxon etymology may be omitted. The rest being of Celtic origin are mostly those with the same meanings as given by Surgeon-General W. G. Don, with the help of the writer, in his "Archæological Notes," recently published, and run as follows:—

ARNHALL—*Ar*, tilled land; *alta*, high, or *alluidh*, pleasant. Or from *arn*, alder, and *hall* (Saxon).

BALBEGNO—*Bal*, town; *beg*, little; *no* or *noth*, watery place (anciently, Balbegnoth).

BALMAIN—*Bal*, town; *main* or *meudhon*, middle. The mid-town between Balbegno and Esslie.

BALFOUR—*Bal*, town; *fiuar*, cold or watery.

BALNAKETTLE—*Bal*, town; *na*, of; *kettle*, den; or *cèit*, sunny, with *goll*, gorge. Old crofts on Balnakettle were, CRAIGTELFETH—*Craig*, a rock (i.e., diminutive); *lei*, water. SKAIRHUGHES—*Skeir*, rocky hill; *gubhas*, fir-wood. SKAIRRUIDS—*Skeir*, with *roids*, bog-myrtle. STRANROSEN—*Strath*, a valley; an *oisinn*, of the corner; and the hill above, BANROCK—*Bonnach*, circular or bonnet flat.

- BARNA, anciently Ballernoch—town on the eminence.
 BILBO, now Toghill cottages—*Bil*, border; *bo* or *both*, dwelling.
 BOWDOLLO—*Bog*, marsh; *an*, of; *du-loch*, black lake. Old name, Blacklatch—*latch*, a mire.
 BUSHARY—*Bo* or *both*, dwelling; *airidh*, green spot on the hill.
 CAPO—*Cap*, projecting; *o* or *orh* (auch), field. Compare Keppoch, Inverness.
 CRAIGNISTON—*Craig*, rock; *innis*, island; and town—Mains of Craigniston, the upper part of Coldstream farm.
 DALALAY—*Dal*, field; *alluidh*, high or pleasant.
 DALLADIES—*Dal*, with *leithid aighis*, terraces. The farm of terraced fields.
 DISCLUNE—*Dais*, south; *cluain*, green. Compare Clunie.
 DENSTRATH—*Dun*, hill; *strath*, valley.
 DRUMHENDRY, corruption of the old name DRYCKY—*Drum*, a ridge, and *ruighe*, extended high ground.
 ESSLIE—*Ais*, elevated site; *lighe*, water. The height overlooking the old lake.
 FASQUE (formerly Faskie)—*Fasga*, shelter; *dabh*, black or dark. Compare Faskally, the wooded shelter.
 FLATNADRIECH—*Plad*, plot; *na-drech*, of the dark or shaded place.
 GARROL or GARRON (the hill above Fasque)—*Garbh*, rough; *neall*, hill, or *dun*, fortified hill. The first is the older name, and perhaps more correct than Garron as now called.
 GOURDON—*Garadh*, garden; *dun*, eminence.
 INCH—*Innis*, island; the high ground in the surrounding bog.
 LEITH (part of the village)—*Lehe*, water. Compare Leith, Drum-lithie, &c.
 MONDUFF (hill above Thainston)—*Monadh*, hill; *dubh*, dark.
 STANKEYE—*Stag*, ditch or water hollow; *dubhe*, black.
 STEELSTRATH—*Steall*, stream; *strath*, valley of outlet drainage.
 TARRYWINNIX (at West Woodton)—*minnax*, windows; hollows in the hill through which the sun shone when low in winter.
 THORNYHILL—*Torrainalluidh*; *Torrain*, hillocks; *alluidh*, pleasant.
 TULLYFOUNTAIN (now Caldecotes)—*Tilly*, eminence; *fountain* for *poudain*, pointing place of cattle strayed from Fasque.
 TULLYHILLS—*Tilly*, eminence; *taobh*, side; *gull*, gully. The homestead was originally high up on the east side of the hill.
 WUNNS, for "Quainzie" in the old Records; either from *cuinn*, narrowness (the narrowing lands), or *chuinn*, whins or furze.

Other Views

The New York Times welcomed the 1996 New Year by looking ahead:

We may have plans for this New Year's Eve locked in, but what about Dec. 31, 1999? The Savoy in London is already booked, the Space Needle in Seattle is rented out, and Disney World is filling fast.

The pressure for millennial party-planning is building, even though no one has officially agreed exactly when the planet will launch itself into the 21st century, third millennium A.D.

Purists point out that just as a child is not 1 year old until it finishes its first year, the millennial page should not flip until Jan. 1, 2001.

This argument is not new. In 1900, bean-counters insisted that the 20th century could not begin until 1901. The controversy was so intense that early in 1900, an anonymous poet for Living Age magazine complained in verse:

Like him of whom the poet sings

Across the centuries afar

We scan the wastes of earthly things

And know not clearly where we are

Nor if the century we're in

Be that which we're accustomed to

Or if the world's great age begin

Anew.

A calendar, which looks like an exact instrument, is actually very arbitrary. For most of history, people have marked their dates from the founding of their local government or the ascension of the current ruler. Kings and emperors were particularly fond of the latter system, which produced the pleasant impression that history began when they came to power.

Christian governments did not begin tracking the year of Jesus' birth until the sixth century, and when they did they got it wrong. The Bible is clear that Jesus was born during the reign of King Herod, who died in 6 B.C. Moreover, at the last turn of the millennium, which was probably the 1,006th anniversary of Jesus' birth, Rome was still celebrating the new year on Dec. 25. England used March 25, the feast of the Annunciation.

America was trying to get its calendar in sync with the rest of the world during the colonial period, when the country decided to adopt the Europeans' Julian version. That required skipping 11 days in 1752 and raised terrible controversies over the dating of contracts, and even whether people were being forced to cut their lives 11 days short. Young George Washington's birthday was pushed from Feb. 11 to Feb. 22, and the future president went through the rest of his career unclear about what date he was born.

All this confusion was probably for the best, because use of the common calendar now transcends any particular religion. People who celebrate Jewish, Chinese or Islamic new years still organize their public lives by the calendar that says we are approaching 1996. The millennium, when it comes, will belong to everybody.

Innocent of concerns over biblical dating, people will come together in the spirit of Edward Woodward, who made a Dec. 31, 1999, hotel reservation for the Times Square Marriott in 1983, two years before the hotel was actually built.

"I want to see those zeros turn over," he explained.

1753

(1753)

82

John Taylor & Isabel Kennedy in Gilly had a Daughter baptized Jan
Jan 1st 18th

Charles Carnegie & Jean Reid in Mylesend of Ardhall had a Daughter
Baptized Anne Feb 4th 18th

James Michel & Jean MacLennan in Gilly had a son baptized David
Feb 11th 18th

Alexander Glen and Violet Paterson in Nether Thunstoun had a
Daughter baptized Margt March 5th

Andrew Milne & Margt Milne in Muirhead had a Daughter
baptized Anne March 6th

Robert Carnegie & Margaret Alexander in Burn had a Daughter
Baptized Margaret March 11th

Robert Torquhar & Elspet Michie in Drumhenderie had a Daughter
Baptized Jean March 18th

William Watson & Jean Carnegie in Bogside had a Daughter
Baptized Isabel March 18th

David Babyst & Isabel Miskart in Easter Nithair had a Daughter
Baptized Elizabeth March 18th

Benjamin Memels & Margt Allan in Meiklestrath had a Daughter
Baptized Isabel March 23rd

James Holysen & Elizth Low in town of Fettercairn had a Daughter
Baptized called Elizabeth March 25th

William Dundas & Magdalen Valentine in town of Fettercairn had
a Daughter Baptized Elizabeth March 26th

David Valentine & Elizth Grub in Drumhenderie had a son
Baptized James April 1st

Marion Menzies & Helen Brown in town of Fettercairn had a Daughter

1818			
JUNE			
Month	Parents	Children	Signatures
Sept 3			
Nov 11	William Hieft, Labourer	Alexander	A. Douglas, Minister
Dec 18	Agnes Stewart		
12	John Maxwell, Weaver	William Hieft	
18	Christiana Mudies		
12	John Valentine, Mansf.	James	J. Valentine, Mansf.
18	Mary Watson		
12	John Smith, Weaver	James	J. McEwen, Minister
18	Isabel Smith		
10	Thos. Clark, Soldier	Margaret	mother
18	Margaret Clark		
8	William Clark, Soldier	Margaret Petrie	Mr. M. Morton
18	Isabel McEwen		
15	James Strutton, Cooper	John Robertson	W. R. Grand aunt
18	John Robertson		
12	James Wright, Thier	Margaret	M. Wright, Grandmother
18	Samuel Cuthro		
12	James Wright, Thier	Margaret	mother
18	Margaret Wright		
12	Robert Wright, Weaver	John Strutton	W. R. Grand aunt
18	Isabel Strutton		
12	William Hieft, Soldier	Isabella	J. Hieft, Minister
18	John Hieft		
12	David Hieft, Soldier	John	J. Wallace
18	Isabel Hieft		

John Valentine, Mansf. & Mary Watson - son James, born June 12, 1815
 Named for J. Valentine, Grandf. baptised June 18, 1815

From Kirk Session Records, Dundee Parish, Forfarshire (Angus), Scotland

Page No. 22

SCHEDULE 1—Free Inhabitants in San Franciscoof California enumerated by me, on the 5th day of July, 1860.Post Office San Francisco

Dwelling-house numbered in the order of visitation.	Families numbered in the order of visitation.	The name of every person whose usual place of abode on the first day of June, 1860, was in this family.	Description.		Profession, Occupation, or Trade of each person, male and female, over 15 years of age.	Value of Real Estate.		Value of Personal Estate.		Color.	Sex.	Age.
			Male.	Female.		Value of Real Estate.	Value of Personal Estate.					
88	88	William Chadden	m									
89	89	Eloise	f									
90	89	John Valentin	m		Gardener							
		Mary	f									
		Andrew	m		Barber							
		James	f									
		John	m									
		Margaret	f									
		Mary	f									
91	90	William Norton	m		Carpenter							
		Margaret	f									
		Mary Kingsbury	f									
		George	m									
		John Martin	m									
		Margaret Kingsbury	f									
92	91	George Moody	m		Laborer							
		Mary	f									
93	92	David Negan	m		Laborer							



MASONIC LODGE ANCIENT No. 49

7, Artillery Lane, Dundee.

Secretary:

MR. A.S. CHRISTIE,
4, STRATHMORE STREET,
DUNDEE.
DD3 7NH.
Ph. 01382 452042

Treasurer:

MR. H.M. SPENCE,
49, BYRON CRESCENT,
DUNDEE.
DD3 6SS.
Ph. 01382 826597

DATE: 17th DEC 1997

Dear Sir and Brother,

Firstly I apologise for the delay in answering your request for information regarding Br. John Valentine, but I hope the following will help you in your quest.

John Valentine, (Manufacturer) was Initiated, Passed and Raised on the same evening in Lodge Ancient No 49 on 2nd August 1813. There is no record of his age, his address, or his proposer and seconder. He was installed as Steward of the Lodge in 1828 and continued in that office until Dec. 1850 when he emigrated. In the minutes of the Lodge he was Steward at our 100th Anniversary and Dinner.

A letter was received from br. Valentine on the 19th March 1856 stating he had been elected a full member of Lodge Golden Gate California No 30 on St. Johns day 1855. Our Lodge was presented with a silver trowel from Lodge Golden Gate No. 30 in 1857 and the story of the presentation in our minute is as follows. It was presented as recognition of the services of our br. John Valentine who had "RESCUED" Lodge Golden Gate No30 and had been assisted in the Chair Degree by a br. Lewis also of Lodge Ancient No 49.

On the 7th April 1863 br. Valentine asked for assistance to return to Dundee and a sub committee was formed by our Lodge to gather money for this cause but there is nothing further regards the outcome in our minutes. On the 6th Dec. 1887 a communication was received from the Masonic Board of Relief, San Francisco asking for repayment of money granted to a brother of Lodge Ancient. (we assume this was br. Valentine?) After this date nothing more is heard of br. Valentine.

I hope this information will help you in your research and we wish you well in the future.

Yours Faithfully and Fraternally,

A S Christie PM

INSCRIPTION ON TROWEL

"Golden Gate Lodge

No 30

California

to

Lodge Ancient

No. 49

Scotland"

Correspondence.

WE ARE AT ALL TIMES WILLING TO ASSIST OUR CORRESPONDENTS TO THE UTMOST OF OUR ABILITY, BUT WE CAN ONLY DO SO THROUGH THE MEDIUM OF THE JOURNAL. WE CANNOT GIVE PRIVATE REPLIES EXCEPT TO PERSONAL FRIENDS.

MORE ABOUT BLINDS.

To the Editors.

GENTLEMEN,—While the blinds' controversy is before your readers, it will be well if photographers generally will communicate for the benefit of their fellows the various contrivances used by them for the regulation of the light in their operating rooms. A few lines will suffice to tell how Mr. Eastham, of St. Ann's-square, Manchester, manages. His room has a south-east aspect, or nearly so. The glass-roof has very little slope. It is darkened immediately over the sitters, and the light is prevented from falling directly on to them by a large framed board placed outside at an angle of 45°—the angle being nearest the part over the sitters. The side lights can be either partially or entirely shut out by large frames of wood covered with thin blue coburg, which may be placed at any inclination to the sitter. The frames are about forty-five inches wide, and reach from the bottom of the light to the top of the room. The framework of the skylight overhead (put up long before Mr. McLachlan applied for his patent) is the ordinary kind, except that each rib is about four inches deep; of course the ribs are quite immovable. A portion of the gallery is divided from the rest by a screen, forming a covered way leading to the developing room. An opening in this screen allows the camera and the operator to be so placed that no direct light can fall upon them—in fact, only the light from the sitter can reach the lens; and the covered way, being in comparative darkness, forms a very pleasant introduction to the dark chamber, avoiding a too sudden transition from light to darkness, which we all know is very unpleasant. The general colour of the operating room is not agreeable: it is a dull slate-colour, reminding one too much of a funeral establishment. I see no reason why this should not be altered, and I think Mr. Eastham will adopt my suggestion, and have the whole coloured blue, the same as the side shutters. He does not aim at elegance in his appointments, being satisfied if the results are perfect; hence a certain rough readiness, which enables him to change or modify at his pleasure without much trouble or expense. Those who are acquainted with Mr. Eastham's productions are aware of their artistic merits. He has long since taken a foremost place among photographers in Manchester.

YOUR LANCASTER CORRESPONDENT.

DRY PLATES IN CALIFORNIA: AN ECHO FROM THE FAR WEST.

To the Editors.

GENTLEMEN,—In this out-of-the-way place—an oasis of civilisation—hemmed in as we are by the wilderness and prairie on the one side, and the vast Pacific on the other, our only mode of communication with our neighbours as yet is by means of the curtailed expressions borne along on the telegraphic wires; or, if more fully, it has to be carried nearly to South America before we get it here, so that by the time news reaches us, it is old and stale, perhaps already forgotten in the place from whence it came. But though stale to you, it is nevertheless new to us, and you could scarcely conceive how eagerly the fortnightly arrival of the steamer is looked for. How welcome to us is the small parcel of papers and letters received, which in imagination carries us back to "Home, sweet home!" and not the least welcome among these is the well-known face of THE BRITISH JOURNAL OF PHOTOGRAPHY, with its rich and varied supply of facts, fancies, and phenomena of our glorious art. How eagerly are perused its contents of discoveries, inventions, and discussions in photography; amongst which may be mentioned, and that not the least prominent for many months back, "Russell's tannin process;" and well does it deserve its fame. It ought to be crowned as the "prince of dry processes." In my experience it has worked well after being kept over eight months, and not only kept that time but carried over above 17,000 miles of the ocean.

But to give you my "yarn" in a "ship-shape manner," I will begin at the beginning. In the Autumn of last year I was not in California, but in a well-known photographic establishment at Dundee. From the loss of my health I was forced to leave there and go somewhere else in search of it, since it was not to be restored where it was lost. Happening to have some of my relations out here, on the recommendation of my medical adviser I thought I would hazard the finding of it in the "Golden State," and happily I have not been disappointed. Previous to embarking, I prepared three or four dozen stereoscopic plates by the tannin process according to the second edition of Major Russell's book, washing the tannin solution completely off the plate soon after it had been applied, in the expectation that we might perhaps go into some of the ports on the South American Coast, where I could have a shot with my camera; also as a test for the keeping

qualities of plates so prepared. In the first hope I was disappointed, for from the time we left Glasgow until our arrival here, we saw *terra firma* once or twice, but did not touch it. As a test they have far exceeded my expectations, and I enclose a print or two for your own examination. I exposed about the half of the plates at home before leaving to test them when freshly prepared, and I do not think one of them proved a failure. The other two dozen I put into a common grooved deal box without an packing whatever, tied down the lid, and, in case of "prying eyes" an fingers, labelled it thus:—"Photographic prepared plates: not to be opened upon any account: spoillable if exposed to light." This was very necessary, as I was to work my passage out, having been at the occupation before, and, therefore, had to take my berth along with part of the crew among whom there are no secrets allowed in boxes.

We left Glasgow on the 12th October, in the barquo B——, and had a very rough passage of it. We were a month off Cape Horn and experienced all the blessings of a sailor's life in perfection viz., had scarcely a dry rag to put on, and always a wet bunl to turn into, where our chests were occasionally trying to imitate the ship and swim across our limited floor. I kept the precious tannin box at the head of my bed, but how it escaped a soaking with salt water is more than I know. This I know, it was damp enough, for it got a little mouldy on the outside. Perhaps the damp helped to preserve them. At last, on the 12th March, we landed in the El Dorado of America, exactly six months to a day from the time we left the Broomielaw. I think the plates have improved in one way by being kept, viz., in sensitiveness. I spoiled the first dozen by over-exposure, giving them the same time as I gave them at home. I could not at first make out what was wrong with them; they blackened all over, modify the developer as I would. In one or two which I exposed three minutes, the picture was distinctly visible previous to development. Perhaps their over-exposure might be owing to the pureness and clearness of the air here. I intend preparing more plates in a short time; then I shall be able to tell. The specimens enclosed were a minute and a-half exposed, and it is only about a fortnight since I took them, being about ten months since they were prepared. The collodion used was bromo-iodised for iron development, a little old, and of a claret colour. If you think this small echo on the tannin process from California might be of interest to any one you may give it a corner in your excellent Journal. If not, cast it aside into the waste basket.

JOHN VALENTINE.

San Francisco, July 19th, 1864.

DETERIORATION OF DRY PLATES BETWEEN EXPOSURE AND DEVELOPMENT.

To the Editors.

GENTLEMEN,—I have recently returned from a photographic trip, and find on developing the plates (prepared by the tannin process) that those which were exposed at the commencement of the trip are very inferior to those exposed during the latter part of it. In fact, the former are almost worthless.

All the plates were prepared in precisely the same manner. They were most thoroughly washed, remaining in water five or six hours.

I attribute the difference in the results solely to the fact that a longer time would elapse between the exposure and development of the plates first used than of the others.

The majority of the negatives taken (even of the most successful) are weak, and have the appearance of under-exposed plates—a very different appearance to that I know they would have presented had they been developed within a day or two after exposure.

Is deterioration from this cause peculiar to tannin plates? I have this morning received a letter from Mr. Woodward, of Nottingham, who, you will recollect, earned distinction some years ago as a worker of the collodio-albumen process, and he says—"I always found that collodio-albumen plates develop as well after three or four weeks as immediately after exposure."

If this is generally found to be the case, most certainly this process has decided advantages over the tannin; for the nuisance, and frequently the impracticability, of developing plates in the bedroom of an inn, after a hard day's work, are so great, that they more than counterbalance the little extra facility with which tannin plates are prepared.—I am, yours, &c.,

D. HORNBY.

[Our own experience in all dry plate processes—whether the preservative be oxymel, albumen, gum, or tannin—tends to the conclusion that the plates should be developed as soon after exposure as practicable. Mr. Woodward is, no doubt, an excellent authority; but we have no hesitation in saying that had he developed his pictures at once, instead of waiting for two or three weeks, his negatives would have been better in every respect. We make this assertion on the supposition that in preparing his plates he followed the usual formula; but if he has adopted any other method by which good keeping qualities after exposure can be secured, we should be glad to be made acquainted with it, for the benefit of our readers. We have known cases of dry plates being successfully developed two months after exposure. They are, however, exceptional, and certainly cannot be relied on.—Eds.]

in use early 1860's

P 346-347

B-15.2

INTRODUCTION

From "Valentines of Dundee:

Photographs, Postcards and Greeting Cards
From the 1850's to the Present Day,"

John Valentine (1792-1868) worked as a linen manufacturer in Dundee until 1825 when, after a financial set back, he changed his career and became an engraver of woodblocks used for linen printing. This new business does not appear to have been particularly successful and in the 1840's he emigrated to California (1) leaving his son James to run the business and become the true founder of Valentines.

James Valentine (Plate 1) was born in 1815 and studied as a portrait painter in Edinburgh. This career was abandoned when he was summoned home at the age of 17 (2) to work in the family firm. He was able to introduce some artistic expression to the business by abandoning woodblock engraving for steel engraving. Under the name of 'John Valentine and Son, Engravers and Printers' he used this technique for such various items as an inscription of The Lord's Prayer measuring 1/6" in diameter (1835), prints of local scenes and, by 1840, for illustrating envelopes with religious and moral themes (Cat 4 and 5). These envelopes may be considered as forerunners of the postcards which were to make Valentines famous.

The introduction of steel engraving was just the beginning of future developments. James Valentine was soon undertaking experiments in photography, 'as an amateur first of all as an aid to engraving' with particular interest in the daguerrotype system (3). Theories concerning the chemical photographic process had been known for some hundred years but it was in the late 1830's and early 1840's that some of the most exciting experiments in photography were taking place in France and Britain. James Valentine would have no doubt been impressed by Monsieur Daguerre's claim that 'without any knowledge of chemistry or physics one will be able to make in a few minutes the most detailed of views', and around 1850 went to Paris to study photography under M. Bulow (4). Certainly by 1856 he had set himself up as a professional photographic artist in the Murraygate, Dundee (5).

In 1858 the business moved to 23 High Street. The public was informed of the move by lithographed circulars which included a full description of the firm. Activities ranged from 'engravings and lithographic printing for visiting, wedding and business cards, invoice heads, circulars . . . book binding in all the various styles . . . picture frames of every description . . . (to) photography in portrait groups and views (of Scottish scenes) (6)'. The latter topographical scenes were either sold

in single and mounted form or as a collection in an album. They proved so successful that Queen Victoria commissioned a series of 40 Highland scenes and subsequently, in 1868, gave James Valentine a Royal Appointment as 'Photographer to the Queen'.

In 1863 William Valentine, the eldest son of James, entered the firm having finished his studies in chemistry at University College, London (7). He came to specialise in his father's interest—landscape photography—while his brother, George, concentrated on portrait work. In the late 1870's the topographical scenes began to expand to include the whole of Britain. The increasing number of photographs demanded some kind of identification reference and in 1878 a number dating system was introduced. This was applied to every individual photograph and included the now celebrated prefix 'JV'. (Plate 2)

On the death of their father in 1879, the two brothers became partners. They retained the name 'James Valentine and Sons', though a number of their portraits are inscribed 'Valentine and Co' (cat 13 and 14). The partnership was disbanded some seven years later when George sold his share to his brother and emigrated to New Zealand because of ill health. The firm became known as 'Valentine & Sons Ltd' (8) and it was left to William Valentine to lead the family business into the new era of the postcard.

The first plain British postcard was produced in 1870 with monopoly restricted to the Post Office. No exact date can be given for the first picture postcard, rather it evolved throughout the 19th century in the form of pictorial envelopes, advertisements and small images on the message side of a card. In 1894 the Post Office finally allowed private postcards to be printed, and relinquished the right to charge the full postal rate. The first British view card was produced in 1894 by Messrs George Steward of Edinburgh. Finally in 1897 the restriction that forbade correspondence on the address side was abolished, and in the same year, Valentines produced its first postcard (9).

The success of this new venture was greatly dependant on over-riding the strong competition from abroad. In 1895 Valentines began experimenting with the collotype process, a lithographic technique established in Germany which mechanically reproduced photographic images for printing as postcards which previously had been hand printed. They then combined the

collotype with the bitumen process which added colour. The result was that, by the end of the century, Valentines had established the perfect method for the cheap reproduction of cards. In 1904 the Postcard Connoisseur praised this achievement: 'Messrs Valentine and Sons have for years been one of the largest publishers of photographic views in the world. When the rapid growth of the picture postcard imported from the Continent destroyed the original trade in photographic views, Messrs Valentines and Sons were the first to realise the future which lay before their competitors and they at once boarded the very vessel which threatened their own craft (real photographs) and utilizing their immense collection of negatives, issued series after series of postcards which met with wide appreciation' (Plates 9 - 11).

Valentines did not limit themselves to topographical scenes. By the early 1900's they had a growing trade in Christmas cards and children's books, and had begun to publish fancy cards. In 1911 they secured the service of Mabel Lucie Attwell, who was to provide them for over fifty years, with drawings of children for postcards, calendars, greetings cards and book illustrations (Plate 13). Other artists included G E Studly (Plate 12), Chloe Preston, Rene Cloke, Lawson Wood, Brian White (Plate 14), Mabel Gear, Winifred Austen and Florence Valter (10). In 1908 they became the official postcard publishers for the International Franco-British Exhibition at the

White City and began to publish exhibition cards which are notable for their high quality of art design (Plate 15). Their success was acknowledged by a series of awards, including the highest award for colour and photo printing at the France-British Exhibition in 1908 and the Grand Prix with Diploma of Honour at the Brussels Exhibition in 1910.

In this introduction one can only attempt to highlight the main developments in the history of Valentines. By the First World War they had become a world wide name with office branches in Canada, South Africa, Australia, America and Norway. Once the war was over they began to expand their trade in Christmas cards and calendars, and then in greetings cards which forms the basis of their business today. In 1963 they became a subsidiary of John Waddington Ltd.

This exhibition aims to show the contribution which Valentines has made to photography and the British postcard in the past hundred years. Their topographical photographs have become classical landscape scenes of late 19th century Britain combining a harmonious and composed composition with a skilled handling of the early photographic process. In their postcards they produced a unique range of topographical scenes while their exhibition and cards of children are equal in design to those produced by their long standing rival, R. Tuck and Sons.



Plate 1
James Valentine (1815-1879) (Cat 2)

Plate 10
Queen's Well, Glenmark, collotype,
stamped 1908 (Cat 99)

From The Family Bible
of
James Valentine and Rachel Dobson

James Valentine & Rachel Dobson

Married 5th Dec^r 1843

by Rev^d H Hough D. D. Glasgow

William Dobson Valentine

Born 23rd September 1844

Baptized by Rev^d A. Russell

James Morrison Hannay Valentine

Born 22nd May 1846

Baptized by Rev^d A. Hannay

Margaret Helen Valentine

Born 30th June 1848

Baptized by Rev^d A. Hannay

Rachel Isabella Valentine

Died the 5th October 1859 { Born 31st March 1850

at 12.30 noon.
Rev Mr Hannay was present

Baptized by Rev^d A. Hannay

George Dobson Valentine

Born 3rd June 1852

Baptized by Rev^d A. Hannay

Helen Dobson Valentine

Born 21st May 1854

Baptized by Rev^d A. Hannay

Easton Smith Valentine ~~born~~

Born 23rd Febr^y 1858

Baptized by Rev^d A. Hannay

The first mention on the Membership Book
of Castle Street Church (formerly Princess Street) at
the time Rev. Alex. Hannay gave up his charge, Aug. 1862

Mrs John "Baxter	Nov ^r	1839
James Low	"	"
James Saunders	April	1840
Margt. Nowe	Jan'y	1841
Daniel Ferguson	April	"
John Mathew	"	"
George Barry	"	"
Mrs D. Ferguson	"	"
James Valentine	June	"
David Downie	July	"
Mrs Watson, B. & W. Wm	Sept	"
J. P. Smith	Jan'y	1842
Alex ^r Smith	June	"
Mrs Alex ^r Smith	"	"
Mr Taylor, Trotter	"	"
Mr J. P. Smith	May	1843
A. Thomson	Jan'y	1844
Mrs James Valentine	April	"
Reuben Dobson	June	1846

Found in James
Valentine & Rachel
Dobson Family Bible

JAMES VALENTINE,

Photographic Artist.

ENGRAVER AND LITHOGRAPHER,

WHOLESALE & RETAIL

COMMERCIAL & FANCY,

STATIONER



Photographic Portrait Rooms.

23 HIGH STREET

DUNDER.

This list of the Dobson family, and that of the Valentine family on the other side, are from James Valentine's Family Bible. On the title page is written, "James Valentine & Rachel Dobson, married 5th December 1843." The Bible was passed on to James' son Easton, then to Easton's son, Bertram Gordon, and then to Bertram's son, Donald Easton who loaned it to me. *Gordon Valentine*

The Dobson Family

1. Adam Dobson or Dabson b. 1766
2. George Dobson b. 1771
3. Rachel Dobson b. 1775 m. — Easton, Hamish
4. Dr. James Dobson b. 1772 (Essexham)

Issue: George b. 1804 m. his cousin Margaret Dobson (our Aunt Margaret, bedridden in Ipswich for 40 years)

Mary m. Stirling Maclean (our Aunt Maclean)

- 5 William Dobson (our grandfather) b. 1785 d. 1834

m. Margaret Morrison d. 1842

their family: — William 1807-1878 m. Sophia Caroline Soley

his family: William Dobson (father of George) (b. 1874, d. 1878) m. George (b. 1877, d. 1878) (husband)

+ (Wick) daughter Marg. Anona Dobson (b. 1875, d. 1878)

James m. M. Allen = Allen (b. 1876, d. 1878) (husband)

Sophia Isabella m. Geo. F. Mountle

Family: Arthur William, Frank, Mary

Margaret m. her cousin George Dobson

Isabella (lived with Aunt Helen after Aunt

Margaret's death & died in Dundee)

Rachel m. Jas Valentine *

Helen (lived with my father & mother till their d. in 1879 - later with me till my marriage, came to us after Aunt Isabella's d. & d. in Warrick)

* "father & mother" were James & Rachel Valentine, parents of Easton. *GN*

Note: The family trees compiled by Rachel Webb and Leslie Valentine show John Valentine's children as William, Elizabeth, and James with no mention of Margaret and John. Margaret's husband, William Martin, John's son-in-law, may have been mistakenly listed as his son.

The Valentine Family.

(Grandfather) John Valentine (died in San Francisco)

1. Margaret m. Wm Martin (early settlers in San Francisco)
2. James (see below)
3. Elizabeth m. Alex Smith d. 1864 daughter Mary d. 1863
4. Andrew (died in San Francisco) d. Margaret s. John

b. 1815 James Valentine d. 1879

1st marriage: Family - 1. Elizabeth d. 1860

2. Mary Watson m. George Wagoner -
b. 1864 Christina, Margaret, Mary, Elizabeth
3. John d. 1867 either in Honolulu or San Francisco

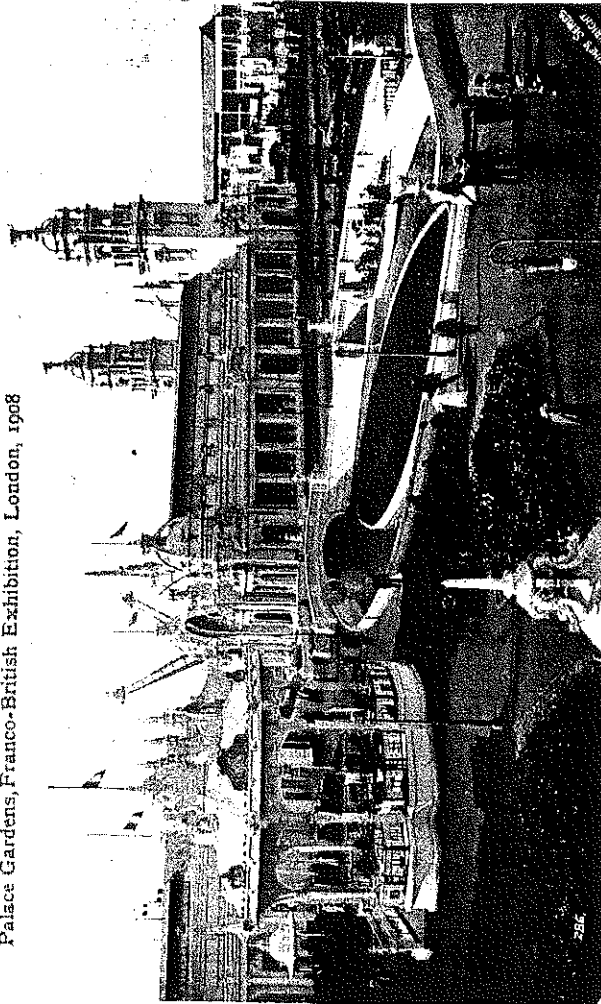
2nd marriage: with Rachel Dobson 1843

1. William Dobson Valentine m. Catherine Young
1844 - 1910(?)
Issue: b. 1872 Harben James, b. 1873 Rachel, b. 1876 Alastair, Emily, Frank
m. m. m. m.
E. Sturrock J. Hunt Dorothy, Harben ?
2. James Harrison Hannah Valentine m. Georgie Buchanan
1872-4 b. 1875
Issue: Daniel, Hayence, Jamish
3. Margaret Helen Valentine m. W. J. Scroggie
1848 - 1916(?) 1841 - 1913(?)
Issue: James Austin Scroggie, Rachel Jean Scroggie
m. W. A. Webb
5. George Dobson Valentine m. William Smith
1850 - 1890(?)
Issue: Margaret, Mary, James, Arnot
4. Rachel Valentine 1850 - 1859
Issue: Isabella
6. Helen Dobson Valentine m. W. M. Hopkins
1854 - 1923(?)
7. 1856 did not survive
8. Easton Smith Valentine 1858 m. Chris. J. L. Smith
Issue: Evangeline, Jessie Mary, Rachel Helen, Bertram Gordon
m. T. Blackadder m. G. Dobson m. M. J. 44

Valentines of Dundee

Exhibition: 16 June - 14 July 1979

Palace Gardens, Franco-British Exhibition, London, 1908



There can be few collections of picture postcards which, with one exception (erotic), regardless of thematic category, do not include several cards marked in a variety of ways, "Valentines Series". Those collections which include cards produced just prior to the Great War will undoubtedly have cards bearing trademarks in several ways from twin globaf hemispheres linked with a large V, and the words "Famous Throughout the World".

In the same year that George Stephenson was to open the world's first public steam railway, John Valentine set up in business as an engraver of wood blocks to be used in the linen printing process. The modern cult of printing tee shirts with all sorts of emblems owes much to John Valentine's early endeavours. He was later to be joined in the business by his son, James, who went on to become a skilled engraver of steel. Several of James' designs were used by the American philanthropist, Elihu Burritt, on "Anti-War" envelopes published during the 1850's. These pictorial envelopes were the forerunners of the picture postcard.

Sometime around 1850, James went to Paris to study the new process of photography. It is interesting to learn that in February, 1857, the Chambers's Journal was giving instruction to its readers on "Copying by Light". The previous year 1856 saw James established in Dundee as a professional portrait and landscape photographer. He became so successful that he received a commission from Queen Victoria for a series of 40 Highland scenes. For this work, James Valentine received the Royal Warrant.

A new printing process, called colotype, a lithographic method invented by the Germans, was quickly exploited by Valentines.

They were among the first to use this new colour process, and in 1895 applied it to the manufacture of picture postcards. Their success established an almost perfect method for the cheap reproduction of cards, and

Valentines became one of the leading manufacturers in the United Kingdom. In 1897 the government allowed a relaxing of certain Post Office regulations, and for the first time, correspondence could be written on one side of a postcard, leaving the front of the card completely free for pictorial matter. There was a tremendous boom in the picture postcard trade. Further restrictions governing the size of postcards were lifted in 1899, and postcard publishers sprang up overnight. Valentines, with an established reputation for excellent

photographic reproductions, were quick to produce photographic views on postcards. They became one of the largest publishers of photographic views in the world, and were specialists in a three-colour process, which provided striking effects, and were wonderful value for one penny. All manner of cards were produced by the Dundee firm, and by 1900 they were publishing black and white Art Repros set in oval vignettes. At the same time, Greetings cards, beautifully chromo-lithographed, embossed, and gilded were also published.

Comic cards, chiefly by Reg Carter, were on the market by 1902.

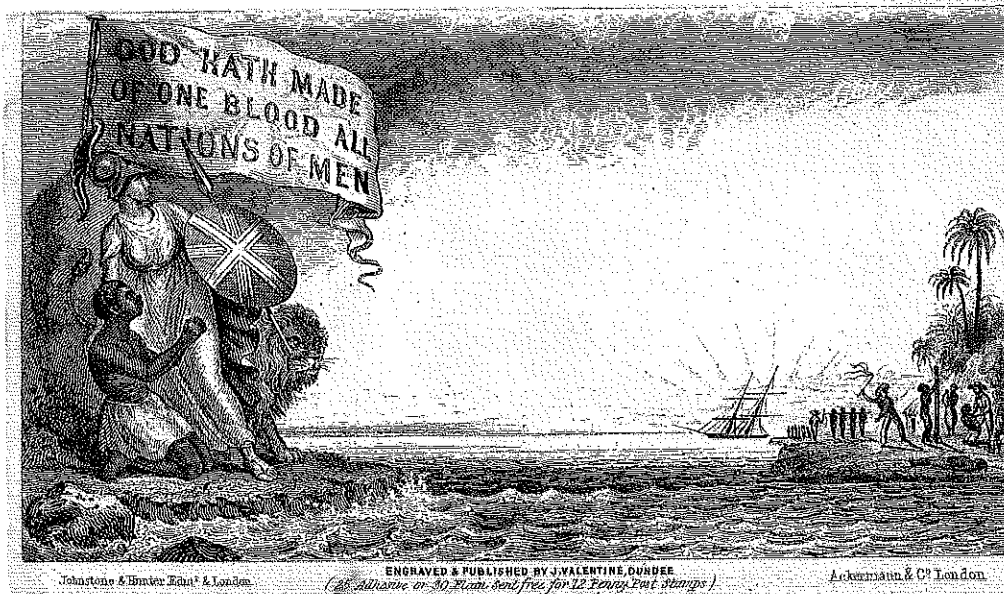
There was much keen competition among publishers to produce something different.

Valentines of Dundee were leaders in the field with their jigsaw cards and Mailing Novelties. The former were cards in which a picture, apparently complete in itself, was merely one piece in a larger picture composed of as many as twelve cards. The latter, chiefly pull-out seaside scenes, managed to remain within the Post Office regulations for size and shape, and could be posted for one halfpenny. Any written message required these cards to bear a ld. stamp.

Since the Great Exhibition of 1851 such spectacular displays had always been popular, and with the advent of the postcard they became even more so. The Franco-British Exhibition of 1908, with Valentines commissioned as the official photographers, was to become the most photographed of them all.

To mark the achievements of their great local firm the Dundee Museums and Art Galleries have organised a month-long exhibition. This traces the history of Valentines with examples of early photographs, postcards and fancy cards. The exhibition shows later developments in the field of Christmas cards, calendars, childrens' books, and novelties. Items of display have been generously loaned by Valentines of Dundee Ltd., the University of St. Andrews, and a number of private collectors.

The exhibition will be on view at the Central Museum and Art Gallery, Albert Square, Dundee, from 16th June to 14th July, 1979. Opening at 10.00 a.m. to 5.30 p.m., Monday to Saturday each week, the exhibition is expected to attract large numbers of visitors. An illustrated catalogue will be on sale at the museum, but for those unable to visit the exhibition it is available, price plus postage, on written request.



Transcription of handwritten note by Rachel Webb, granddaughter of James Valentine and Rachel, née Dobson, to Gordon Valentine: "My Grandmother Valentine was a great worker for the Anti-Slavery Movement & was in communication with Harriet Beecher Stowe in 1853--Stowe was the author of Uncle Tom's Cabin in 1851. These envelopes (above) were published by the firm (J. Valentine, Dundee) in 1851-53."

On the reverse side of the above note, Rachel writes: "My Mother (Mrs. W. T. Scroggie) corresponded with Margaret Valentine--her cousin in San Francisco. I have a snapshot of said Margaret--probably in her 60's--with her niece, Mrs. Leslie and her great-niece, Charlotte, so you may still have cousins in San Francisco!! Cousin Chrissie Wayman visited Margaret V. twice in San. Fran. about 1920(?)."



Seven of the ten children of James Valentine

Standing at back: Elizabeth, first child of James and his first wife, Christina Marshall.
(Not shown are their other two children, Mary and John)

Other children: six of the seven children of James and his second wife, Rachel Dobson.
William, James, Margaret, George, and Rachel, with Helen reclining in a chair
(Easton, not shown, was too young to be in this 1858 photograph)

The children of James and Rachel Valentine

1860

James (14 yrs.)

Easton (2 yrs.)

Margaret (12 yrs.) George (8 yrs.)



Helen

James
(father)

James Hannay

George

Easton

Margaret

Rachel
(mother)

Probably about 1866

OBITUARY OF MR JAMES VALENTINE, PHOTOGRAPHER.

We regret to announce the death of Mr James Valentine, which occurred at his residence in Dundee yesterday afternoon, after an illness extending over eight months. Mr Valentine was well known as the head of the now celebrated firm of James Valentine & Sons, whose photographic works are to be found on almost every drawing-room table in the country. He was the son of Mr John Valentine, manufacturer, Dundee, and commenced business at the age of seventeen as an engraver. His attention was early directed to the Daguerrotype system, which he began to practice, as an amateur first, of all, as an aid to engraving. He soon acquired considerable proficiency, and began to take views and portraits about 1850. Having received much encouragement, and foreseeing the capabilities of the art, he went to Paris and placed himself under M. Bulow, one of the most skillful photographers in that city, whose instruction and suggestions greatly benefited him in his subsequent career. Returning from Paris, he devoted himself with enthusiastic assiduity to the improvement of technical details both in the chemical and artistic manipulation. After erecting his well-known studio in the High Street his business rapidly increased, and some of his work having been brought under the notice of the Queen he received a commission from Her Majesty to photograph a set of forty views of Highland scenery, beginning in the neighbourhood of Balmoral and going on through the Perthshire Highlands as far as Loch Lomond. The manner in which he executed this commission obtained for him his appointment as Photographer to the Queen, being the second who had received that honour in Scotland, and he subsequently did a number of private groups of the members of the Royal family; indeed every year since his appointment he had Royal orders to execute. Business now flowed in upon him so rapidly that all his time was required to superintend the commercial department. He was fortunate in having two sons who early developed remarkable photographic skill - Mr W. D. Valentine making a specialty of landscapes, and Mr G. D. Valentine of portraits. While the latter has chiefly applied himself to local portraiture, the former has year after year enriched the photographic albums of Scotchmen in all parts of the world by his admirable views of the finest scenery in their native land. Orders have also been received for these albums from many distinguished personages in Europe, and the demand has been such that Messrs Valentine's is now one of the largest establishments in the country. Mr Valentine had been an abutainer for forty years, and was a zealous member of the Congregational body, of which one of his sons - the Rev. James Hannay Valentine - is the minister at Peterborough. Besides his widow, Mr Valentine has left four sons and three daughters to mourn their sad

Obituary of James Valentine

Clipping from The Dundee Advertiser, Friday, June 20, 1879

Attached to Rachel Webb's Family Tree.

- Family of James Valentine (2nd marriage)
- ① William 23/9/1844 - 1900
died at Cinchesterhouse by Dundee.
 - ② James Hannay 22/5/1846 - 1913
d. in Warrnet, Tife.
 - ③ Margaret 30/6/1848 - 1916
(Maggie) d. in Newport, Tife.
 - ④ Rachel 1850 - 1859
d. in Thomson St. Dundee.
 - ⑤ George 1852 - 1890
d. in New Zealand.
 - ⑥ Helen 1854 - 1922
(Nellie) d. in New Haven U.S.A.
 - ⑦ Easton. 1858 - 1940.
d. in Edinboro
Rochdale

Besides his widow, Mr. Valentine has left four sons and three daughters to mourn their sad bereavement.



PUBLIC PARKS AND CEMETERIES OFFICE,

93 COMMERCIAL STREET,

DUNDEE, 6th September, 1933.

ALEX. MACRAE. A.H.R.H.S.
SUPERINTENDENT.

*Found in James
Valentine & Rachel
Dobson Family Bible.
G Valentine
17 Nov 1994*

Mr. Easton S. Valentine,
6, Glamis Drive,
DUNDEE.

Dear Sir,

With reference to your call at the office here the interments in Lairs Nos. 616, 617, 618, Class 3, Section B. in the Western Necropolis, standing in the name of James Valentine, are as follows:-

<u>Lair No.</u>		<u>Died.</u>	<u>Age</u>
616	Elizabeth Wayman	14th Sept. 1873	4 years.
<i>Margaret</i> 616	Mary Rachel Valentine	17th March, 1879	9 months
617	James Valentine	19th June, 1879	65 years.
618	Rachel Dobson or Valentine	7th Augt. 1879	62 years.
616	Isabella Dobson	23rd March, 1888	72 years.
616	Mary Watson Valentine or Wayman	8th May, 1891	51 years.
618	Helen Dobson	4th June, 1901	79 years.
617	Rev. J.M.H. Valentine	28th Nov. 1913	67 years.

Yours faithfully,

Alex Macrae Supt.

THE PINK AND WHITE TERRACES
George D. Valentine

A Photographer's Journey

Ken Hall

Cover:

COFFEE CUPS, WHITE TERRACE. 19 G.V.

Frontispiece photographs:

FUMAROLE PEAKS AND SITE OF WHITE TERRACE, ROTOMAHANA.
147 G.V.

RANGATIRA MAORI AND WAHINE. 149 G.V.

RANGATIRA MAORI. 151 G.V.

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Acknowledgements

Introduction:

Shortly after arrival to New Zealand in 1885, visiting British historian James Froude and a travelling companion found themselves at an exclusive Auckland gentlemen's club, surrounded by members gathered to smoke and talk. Immediately the pair were asked for an appraisal of the Colony: "First, and above all, what did... [they] think of New Zealand?" Having been on shore for just two hours, Froude pleaded with his hosts for time before giving an answer. In return the visitors "...were recommended to go without delay to the hot lakes in the middle of the island, and see the wonder of wonders, the terraces white and pink..."¹

Hailed by many as the "Eighth Wonder of the World", the Pink and White Terraces were two shining natural staircases which spread fan-like beneath geysers on opposite shores of Rotomahana, a small lake in the heart of the North Island's Thermal Region. Silica-charged waters in constant ebullition had through countless years of geothermal ebb and flow erupted and cascaded to construct these formations. Generations of local Arawa Maori had favoured the Terraces' luxurious hot water basins for recreational bathing, utilizing other hot springs around the lake for cooking and the effective treatment of various ailments. By the early 1880s, the Pink and White Terraces - Otukapuarangi and Te Tarata - were New Zealand's principal tourist attractions, with British Royalty, Royal Geological Society experts, and famous authors, poets and artists amongst those who had experienced the crowning glories of the district. In a flood of published verbal applause even the most well-travelled had declared them to be the finest of nature's wonders. American adventure writer Thomas W. Knox likened the glistening Terraces to "...a collection of all the precious stones in the world".² Another visitor, self-styled American poet Frank Cowan, devoted 24 pages of passionate prose poetry to the Terraces, avowing them to be "The Taj dissolved indeed..."³

When in childhood I first read of the Pink and White Terraces, and their destruction by volcanic eruption in 1886, I had felt cheated from an experience that I would have loved to have had. It was not until many years later - a hundred years after the eruption - that I first saw photographs of them. Some 40 years earlier, in her teenage years, a friend had purchased an album of such photographs at a deceased estate sale, as part of a collection of interesting old books. My friend recalls the widow of the estate approaching her and singling out a large, gold-embossed photograph album with instructions to take care of it, and the assurance that it would become valuable. The album had been given to her late-husband's parents by the photographer, who had sometimes been their guest. At home, the 15-year-old had begun to study the images, and been gently and progressively captivated. My own reaction was the same.

As well as containing the first photographs of the Terraces that I had seen, the album was filled with work rivalling that by any of international photographic history's top recognized "names". Early research confirmed that George Dobson Valentine - signing his work "G.V." - was a photographer of significance. Next came a thorough scouring of photographic collections throughout the country, bringing together for the first time since his lifetime a body of his work. As this happened, there also came together clues and pieces about this Scottish photographer's life, which started to fit together into a story which seemed to require its own telling.

Most compelling in George Valentine's story was the timely nature of his arrival to New Zealand: rapidly he had gained renown for an unequalled success in capturing Rotomahana's Terraces; in the following year these wonders would be gone. With the destruction of the Pink and White Terraces through Tarawera's dramatic eruption more than a hundred lives were also ended. Alongside these most obvious losses, however, was tragedy at a more personal level - the reason for Valentine's exile in New Zealand - in his struggle against serious ill health, and the fact that he worked and lived facing his own mortality.

To assess George Valentine's work, therefore, purely in terms of technique or composition, style, or even the emotional impact which is sometimes evident gives far less than a full picture. Photography is linked with time, people, places and events, and by nature is a kind of "time capsule", or form of "time travel". By connecting a photographer's work with the drama of places and events, both personal and public, we can gain insight into what was happening for the person behind the camera, and some idea of how photographs were perceived in their time.

Post-eruption photographs frame vast tracts of earth levelled, split apart, heaved aside - even without a knowledge of the event they are images of considerable impact. Contemporary reportage greatly increases appreciation of this work - especially so the survivors' accounts from the terrible night at Te Wairoa. A comparison of photographs of the village from before and after the event offers evidence of the ordeal. In the pre-eruption shot, hotel proprietor Joseph McRae stands confidently in front of his establishment in the company of local Maori chief Aporo Te Wharekaniwha; watched and surrounded by onlookers. Post-eruption scenes record the same building tottering and dishevelled, surrounded by devastation, trees and other landmarks stripped of familiarity; or from the back, with McRae standing resigned amidst the ruins, the building and its contents a crumpling, battered heap.

Understanding of details and circumstances also brings greater admiration for the photographer, quite apart from what comes easily through the unusual quality, impact and beauty of his

work. We think of his travelling, in semi-invalid state, across steaming and unstable landscapes in a quest to capture the great destruction and loss. Or of his photographing the hidden recesses of the "newly-discovered" Waitomo caves just a few months before his death.

This book has been written with both New Zealand and overseas readers in mind. I hope it will prove informative for both. Working on it has been a privilege, from the portrayal of the pleasures of an unequalled nineteenth-century travel experience - and its unexpected end - to the opening of a small window into colonial history, with its recurring themes which hold more lasting significance than that justifiably attached to the Terraces. Much remains to be learnt from this past.

George D. Valentine's few years in New Zealand were the first in which he was able to focus his talents upon the single-minded pursuit of landscape photography. This book is a tribute to the life and work of this skilled and exceptional photographer.

1995
Ken Hall

Introduction
Notes and References:

1. Froude, J.A., Oceana, or England and Her Colonies, 1886, p.210.
 2. Knox, T.W., The Boy Travellers in Australasia, 1889, p.228.
 3. Cowan, F., Fact and Fancy in New Zealand - The Terraces of Rotomahana: a poem, 1885, p.38.
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Technical note:

The photographs George Valentine's photographic output from New Zealand and the Pacific was around 320 images. Of these, almost 200 have been found, many of these extant as single copies. Often works are in poor condition, with images barely visible. Original glass-plate negatives have never been found. For this book, the copying of a high proportion of the works was expertly done by Mark Strange, at that time with the Museum of New Zealand. High-quality prints were produced from 8" x 10" negatives, taken from the album which gave this book its beginning, as well as from a pair of albums in the Alexander Turnbull Library Collection. With these and other photographs used for the book, those faded by time were printed to resemble more closely their original quality. Where appropriate, minor retouching of spots has been applied. The book's duotone printing aims to reproduce nineteenth-century albumen print colour and tone. 98 of George Valentine's photographs are included in this book. Most are being published for the first time.

[George Dobson Valentine, by J.C. Morris, Dunedin, 1882]

1

A Photographer's Journey

George Valentine was relieved to be on land, even if it was at the bottom of the world, or at least the very opposite end of it from home in Scotland. Five days through the storm from Melbourne had been rough. Now at The Bluff, at the bottom of New Zealand's South Island, as the steamer discharged its cargo, the pale and somewhat weary young traveller prepared himself for the last leg of the journey. Next evening, 23 October 1882, the steamer and its 51 passengers left for Dunedin, the Colony's largest and most prosperous settlement. 12½ hours up the coast through a strong westerly gale brought the s.s. "Ringarooma" into Port Chalmers at dawn.¹

The visit was part of a world trip; the 30-year-old photographer hoping that a change of air would bring improvement to failing health. Despite his age and circumstances he carried an impressive reputation. In the solidly Scottish Dunedin he was greeted as a "noted home photographer and art critic".² At a photographic society meeting in the city his "very favourable opinion" on a member's work was also highly-regarded, coming as it did from co-director of one of the largest and most successful photographic enterprises in Britain. Works by the celebrated "James Valentine & Sons" were to be found on "almost every drawing-room table" in Scotland.³ With a production of "scenic views" at a rate of 3000 prints a day, the firm's reputation extended also to America, where they had recently been described as "gentlemen whose reputation as eminent landscape photographers is world-wide".⁴

Avoiding the cruelty of Scotland's winter months, George Valentine lingered in the Antipodes long enough to make various stops over the next two months, and was joined at some point by his wife and young family. After Dunedin a short time was spent in Sydney. In December he returned to New Zealand via Auckland, where he stayed three days before heading again for Dunedin. Two weeks later on 29 December 1882, with business links established and a general improvement to health, George Valentine and family left New Zealand on the "s.s. Rotomahana" for the voyage home.⁵

Back in Dundee, Valentine was greeted warmly by family and friends, who were encouraged by the store of health with which he had returned. Eagerly looked forward to by photographic friends were "the benefits of his keen observation during his extensive tour."⁶ The photographer was equally keen in his return to the labour he enjoyed, in the overseeing of a thriving portrait studio.

Photography, however, was not the only thing for which Valentine would be remembered, having for most of his life involved himself in the Congregational movement and in various types of social reform. In the 1840s, in the field of his engraving, he had designed and produced illustrated envelopes distinctive in Britain for being the first to advance "such important movements as the abolition of slavery and the dissemination of temperance principles".⁸ As "a lad in his teens" he had been one of the first in Dundee to embrace the total abstinence cause; in the year before his death he had sat as president of the local temperance society, and spoken on many occasions throughout the country. With great satisfaction he had also seen his whole family embrace the cause, and seen "at last its principles received with favour in royal circles", with many "ministers, elders, and deacons" also drawn into the movement."⁹ One of his sons, the Rev. James Hannay Valentine, was now Congregational minister at Peterborough, and another son, Easton, preparing for the ministry.¹⁰

[Easton, William, George and James Valentine, c.1879]

James Valentine had also been fortunate in having two of his sons, William and George, follow him into photography, and for their having "early developed remarkable photographic skill - Mr W.D. Valentine making a specialty of landscapes, and Mr G.D. Valentine of portraits."¹¹ Thus the involvement of three capable and talented cameramen had very quickly made the firm one of the "big three" in British photographic publishing, along with George Washington Wilson's in Aberdeen and Francis Frith's operation in Reigate.

William had entered into photography in the early 1860s, firstly with a time of study in chemistry at London University, and then with training under Frith at Reigate, which was no doubt also useful in learning more about the "view-trade".¹² As the demands upon James Valentine in administration had increased, he had gradually let William take over the building up of the Valentine register of images. By the time of his father's death it could be said that William had "for year after year enriched the photographic albums of Scotchmen in all parts of the world by his admirable views of the finest scenery in their native land", and orders for these albums received "from many distinguished personages in Europe."¹³

["Victoria, Mrs. Musson, née Grant, daughter of the Head Keeper at Balmoral, August 1880," carte-de-visite attributed to George Valentine.]

George Dobson Valentine had also observed from childhood the benefits of involvement in this growing new art, having been born in 1852, the year after his father opened his first "Photographic Portrait Rooms" in Dundee's bustling High Street. George had joined the firm in the late 1860s, and was at the

time of James' death described as having "chiefly applied himself to local portraiture."¹⁴ A pair of carte-de-visite portraits found in one of Queen Victoria's albums, taken in 1880, indicate that he too may have received Royal commissions; the photographs being of Mrs. Grant and her daughter Victoria, wife and daughter of Balmoral's Head Keeper.¹⁵

Although the portrait studio was George's responsibility, he also made the occasional foray into landscape photography; a letter to his youngest brother Easton written sometime in the late 1870s, from St. Fillans in Perthshire, records a little of one such journey:

"...it rained steady all Tuesday and also Wednesday morning but about ten o'clock it faired, and I went up and got 6 very good negatives of the Devil's Cauldron and some rock scenery near it, by the bye now that I think of it the Diell seems to lay claim to a number of the finest bits of Scenery in Scotland. Well just after I had finished my last plate the rain began to pour down and I got nicely damped so I went down to Comrie and got a dog cart & drove up here thro' a very pleasant shower of rain. Today (Thursday) has been about the best day I have had tho I have been very much bothered [by] clouds which prevented me getting many negatives done, however I got on wonderfull.¹⁶

[George Dobson Valentine, c.1877]

[Williamina Arnot Stirling Smith, c.1876, James Valentine]
[George with Margaret Rachel Valentine, c.1878, James Valentine & Sons]

[Mary Smith Valentine, b.1879, c.1882-3, James Valentine & Sons]

[James Valentine, b.1880, c.1882-3, James Valentine & Sons]

George Valentine was married to Williamina Arnot Stirling Smith on 4 November 1876 at nearby Stonehaven. A carte-de-visite of Mina from around this time captures her engaging charm; family lore records her as having been "the prettiest girl in Stonehaven."¹⁷ In Dundee, George and Mina Valentine lived at the highly-respectable address of 2 Johnswood Terrace, where they also kept in employment a domestic servant and a nurse.¹⁸ Their first child, Margaret Rachel, died tragically as an infant of "teething and hydrocephalus" early in 1879. A second daughter, Mary Smith Valentine, was born later that year, a week before the death of James Valentine. In 1880 a son, James, was born.¹⁹

1880 is also the year in which George Valentine became founding vice-president of the Dundee and East of Scotland Photographic Association. Open to both professionals and amateurs (with "lady members also welcome"), the association was one which encouraged members in all aspects of photography, and advances both technical and artistic.²⁰ Regular competitions, photographic outings, and discussions were also part of this,

along with visiting speakers, including Mr. Muybridge - famous for his "studies in motion" - whose visit was being planned for mid-1882. George is recorded as being always to the fore in "Exhibitions, Out-door Meetings, or anything calculated to promote the good of the Society."²¹ George and William's work also reached a wider audience through regular exhibiting with the Edinburgh Photographic Society and the Photographic Society of Great Britain in London.²²

In 'The Photographic News' of 1882 the Valentine operation was featured in detail, and the opinion given that the Valentine brothers had proven themselves "in every way equal to the task of carrying out their father's designs." That forty employees were engaged all year round was observed, with 3,000 prints a day "not an unusual number to produce". Albumen prints were exposed under glass-plate negatives and sunlight; here ("at any rate in dull weather") as many as 700 frames could be found on the printing tables. William was credited with being "responsible for the negatives" of views of Scotland, and having created:

"...the most delightful scenes that have ever been taken of that delightful country. Every phase of Scottish scenery is here. A cluster of dark granite boulders, strewn with brown seaweed, and beaten by angry waves, whose white foam is tritely characteristic of their spent wrath; a placid loch, with stately craft floating calmly on its surface; a solitary lighthouse of silver grey, riding from a clump of black rocks, and surrounded by turbulent waves flecked with white - a very painting; lichen-grown crags, sweet forest glades, delicate fern gardens, bowery foliage - in a word, nature in every shape and mood is here represented."

George's domain was also acknowledged in the observation that "The Messrs. Valentine also enjoy high reputation as portraitists, and it is, indeed, into the portion of the establishment devoted to portraiture that we are first led. A hall tastefully furnished leads to the reception-room, whence again a corridor takes us through the dressing-rooms to the studio." An open, glowing "gas cinder" fire in the reception connected to a heating system piping hot water throughout the building, including the glass-roofed portrait studio, where snowfall would quickly be melted by the room's nicely warmed atmosphere. Noted too was the fact that firm had the only steam-powered print burnisher in the world, and that silver residue from washing prints was ingeniously collected and sold by the firm, £30 worth in the previous year. It was indeed an impressive operation, two pages of fine-print description leaving the writer regretting that "we feel we have done but scanty justice to this magnificent establishment."²³

Under the Valentine brothers' capable management, the firm had an assured future and was set for every good prospect. George Valentine, however, found himself in less than perfect health; experiencing pains, bouts of exhaustion, sometimes a

fever and a cough. From a doctor's examination, the 30-year-old photographer was given the awful truth that he had the dreaded disease of pulmonary phthisis, or consumption - tuberculosis of the lungs.²⁴

Such a diagnosis was a terrible shock; the disease causing one in every seven deaths something impossible to ignore.²⁵ In its early stages, the best thing George could do would be to leave Dundee and its cold, grey winters as soon as possible. Clean air, sunshine and open space were to be sought. The world trip of 1882-3 had been an ideal compromise, and any need for emigration seemingly sidestepped by the improvements gained. Back in Scotland, an attempt had been made to resume life as normal, with running the portrait studio, photographic society meetings and outings, and likely the occasional visit to the Scottish countryside to add to the "Valentine & Sons" register of views.

By the onset of winter, however, the photographer was compelled once again to take serious stock of his health. Doctor's advice was to leave Scotland, and this time to make a permanent departure for New Zealand, which was both fresh in his experience and with a climate thought to be "highly favourable to people of consumptive tendencies".²⁶

It was a sudden farewell to everything that was familiar: home, friends and relations, the thriving family business, and confident old Dundee, with its docks, factories and grey stone buildings, built to last. If this was total upheaval, it was also the only hope against an inevitable decline. George Dobson Valentine saw his last of Scotland on 25 November 1883, sailing alone for New Zealand, with his wife and children soon to follow.²⁷

[REFORM STREET, DUNDEE. 1040 J.V.]

[OLD TRADES HALL, HIGH STREET, DUNDEE. (Oct.1877) 1494 J.V.]

Notes and References:

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Scotland

1. Queen Victoria, Our Life in the Highlands (1842-1882), 1968, p.232. Queen Victoria and Prince Albert's first visit to Dundee was on 11 September 1844. Six months after the Queen's 1879 visit the Tay Bridge collapsed in a gale while a train was crossing. 75 were killed.
2. Dundee Advertiser, Obituary, "Death of Mr. James Valentine, Photographer", 20 June 1879. James Valentine died after an illness of eight months.
3. James Valentine's first commission was in 1864, and in Scotland he was the second to receive the esteemed Royal Warrant (and the seventh of 47 in Britain and abroad to be likewise honoured). His official title was "Photographer to Her Majesty at Dundee in Ordinary". Taylor, Roger, "The Place and Quality of Photographer to Her Majesty in Scotland", Happy and Glorious; Six Reigns of Royal Photography, Edited by Colin Ford, 1977, pp.47,60-61; Dimond, Frances and Taylor, Roger, Crown and Camera, The Royal Family and Photography, 1842-1910, 1987, p.213.
4. Album, In Memoriam 1861 Glenmark to Fettercairn, Royal Archives, Windsor. See also "Second Great Expedition: To Invermark and Fettercairn" (September 20-21 1861), Our Life in the Highlands, pp.67-72.
5. Ref.2
6. Staff, Frank, The Picture Postcard & Its Origins, 1966, p.38-9.
7. The numbered catalogue of images began in 1878, as a move towards greater efficiency, the title and serial number by the "J.V." signature making ordering prints more straightforward. By the end of that year there were 1713 images on register.
8. Staff, F., pp.34-5; "The Dundee Works of Messrs. Valentine and Sons, Dundee", The British Journal of Photography, 16 September 1904, p.809. These were the first of their kind in Britain, and today are highly-sought after by collectors.
9. "Obituary, The Late Mr. James Valentine, Dundee", The League Journal, 19 July 1879, Vol.18, No.916, Glasgow, p.226.
10. *ibid.* James Valentine was survived by his wife Rachel, four sons and three daughters. Mary (b.1841) was from his first wife, Christina Marshall, who died in 1842. From Rachel Dobson, whom he married in 1843, were William Dobson Valentine (b.1844); James Morrison Hannay Valentine (b.1846); George Dobson Valentine (b. 3 June 1852); Helen Dobson Valentine (b.1854); Margaret Helen Valentine (b.1848); Easton Smith Valentine (b.1858, later an M.A. graduate and author/editor of booklets on Dundee and Wordsworth's poetry). Deceased were Elizabeth (1840-1862); John (1841-1867), who died at the age of 26 in San Francisco (British Journal of Photography, 7 February 1868, p.62); and Rachel Isabella (1850-1859).

11. See Ref.2
 12. Smart, Robert N., "'Famous Throughout the World': Valentine & Sons Ltd., Dundee". Review of Scottish Culture, Vol.4, 1988, p.77.
 13. See Ref.2
 14. ibid.
 15. Miss Frances Dimond, Royal Archives Photograph Collection Curator, is of the opinion that these were commissioned portraits. Correspondence to author, 13 November 1992.
 16. Letter on James Valentine's 1870's letterhead, written before August 1879, kindly forwarded by Mrs J. Williams, 18 October 1993.
 17. Letter from G. Birnie to W. Main, September 1980.
 18. 1881 census. George Valentine is also listed as employing 12 men, 16 girls, and three boys. J.B. Ramage, Dundee City Chief Librarian, 31 May 1993.
 19. Margaret Rachel Valentine died aged nine months on 17 March 1879). George Valentine also lost his mother in August 1879.
 20. Dundee and East of Scotland Photographic Association Rules, 1883; Secretary's Third Annual Report, 1883. J.B. Ramage, Dundee City Chief Librarian, 31 May 1993.
 21. Annual Report, Dundee and East of Scotland Photographic Association, April 1883, p.7. J.B. Ramage, Dundee City Chief Librarian.
 22. Members Book No.2, Edinburgh Photographic Society, 1880-1881, Central Library, Edinburgh; The Photographic Journal, 1879; 1880; 1881; 1883.
 23. "Messrs. James Valentine and Sons at Dundee", The Photographic News, March 10, 1882, pp.115-117. The company's output was so great that even today in auction sales of 19th-century photography, work attributed to James Valentine (much of it in fact produced after his death) takes up more catalogue space than for any other single photographer.
 24. Main, William, "George Dobson Valentine in New Zealand", History of Photography, October 1982, p.338.
 25. Caldwell, Mark, The Last Crusade. The War on Consumption. 1862 - 1954, 1988, p.9.
 26. The death-rate from the disease was less than Australia's, and less than half that of Britain's. New Zealand Official Handbook 1883, 1883.
 27. A notice to members of Dundee and East of Scotland Photographic Association on 19 November 1883 stated the intended departure date as 25 November 1883 (J.B. Ramage, Dundee City Chief Librarian). That Valentine travelled alone was stated in a letter from G. Birnie to W. Main, September 1980.
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Valentines staff pledge as US group take over

By BRIAN McCARTNEY

1980

Valentines of Dundee, one of the top five greetings card publishers in Europe, have been bought for £4 million by Hallmark Cards Incorporated, the world leader in that industry.

The American company whose headquarters are in Kansas City have been negotiating the acquisition of the company from John Waddington Ltd. since mid-July.

Mr Keith Wheal, chairman of Hallmark Cards Holdings Ltd., was in Dundee yesterday when the deal was announced. He said the jobs of all Valentines' 206 employees would be safeguarded.

"Our plans are to further

develop Valentines. There is no plan or thought that they would do anything other than continue as they are today," he added.

Mr Wheal added that they would continue to operate as two separate entities as they had done in competition for 22 years.

The name of Valentines, their products, sales team, customers, personnel, management and plant would all continue, he said.

Valentines, who were established in 1825, have an annual turnover that is now nearly £11 million. Ten years ago the figure was just over £1 million.

In 1963 the Dundee firm became a wholly-owned subsidiary of John Waddington Ltd.

and five years after that take-over they diversified their interests to include gift wrappings.

Two other companies are involved in the Hallmark acquisition from Waddington. They are Regal Gift Wrap of Luton, who employ 31 people, and Presentation Products of Hertford, who have a staff of 12.

The approach for Valentines was made by Hallmark whose only manufacturing plant in the British Isles lies to the south of Dublin.

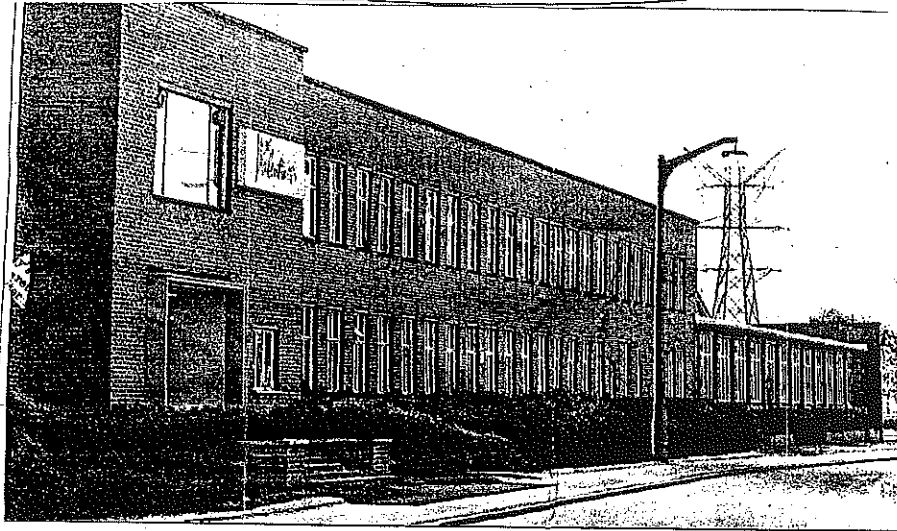
The Waddington group suffered a serious financial setback after their acquisition of Videomaster and with a £2 million investment in new factory accommodation for Valentines in Dundee they were right to shed something.

Mr John Bonella, father of the chapel (office branch chairman) of SOGAT, the largest single union in the Dryburgh estate complex of Valentines, was optimistic about his company's future.

"All members have been given a guarantee their jobs are secure and Valentines will operate as it is," he said.

By pooling resources with Hallmark, their biggest competitors, the deal could prove to be beneficial. Mr Bonella did not consider that Valentines could be compared fairly to other American subsidiaries in Dundee or elsewhere who had been first to suffer in a period of recession.

"Valentines are a viable company and I cannot see such a thing happening," he said.



Valentines' Kinnoull Road plant.

More competition, profits down

By our industrial reporter

VALENTINES MANAGING director Mr Ian Preece said yesterday afternoon that market forces—including increased competition and reduced profit margins—played the key role in the decision to shut down the remaining operations in Dundee.

The company had been experiencing continuing losses—to the tune of £1.8 million on turnover of £14 million last year alone—and there was no alternative to the move to Bath as the best way to preserve the brand "with reduced risk."

He said that Valentines were "obviously disappointed" about having to take such a decision.

"We understand the association with the city of Dundee and what this means to the city," he added.

Valentines have latterly employed 111 personnel based in Dundee.

Of that total 62 have been based in offices at the company's plant at Kinnoull Road on the Dunsinane Industrial Estate.

The remainder have been field sales and merchandising staff operating at various locations throughout the country, whose jobs are to be retained.

Speculation had been growing that Valentines were about to announce a further cut in the payroll in Dundee but yesterday's news was far worse than expected.

The move from Dundee follows the merger earlier this year of the UK and Ireland subsidiary of the company's US-based parent Hallmark Inc and the Andrew Brownsword Group, the UK's leading specialist greetings card publisher.

There had been growing fears among the remaining Valentines workers in the wake of the merger that their jobs were under threat and the remaining staff at Kinnoull Road were told of the closure at 11 am yesterday.

The plant was then closed down for the rest of the day.

Certain employees will be offered the chance to relocate to Bath, although the numbers will be small.

"We deeply regret ending our long association with the city of Dundee, but the move allows us to benefit in full from a close association with the UK market leader in greetings card publishing," said Mr Preece yesterday.

"We will do all we can to cushion the impact of this news for our people, offering enhanced redundancy or early retirement terms and a comprehensive package of out-placement support."

Valentines announced last

September that 194 production jobs were being axed as manufacturing was to be switched to a Hallmark-owned plant near Dublin.

At that time the company said the remaining 166 staff—including the field sales and merchandising personnel—would be retained and the headquarters of Valentines would continue to be in Dundee.

Virtually all the production jobs have now gone and many staff have also opted to accept a voluntary redundancy package since last September.

Dundee entrepreneurs Michael Johnston and Bruce Linton announced in April they had acquired Valen-

tines' 260,000 square foot factory and offices complex at Kinnoull Road in a £1 million-plus deal and plan to replace the premises with a single 100,000 square foot retailing building.

Yesterday afternoon Mr Preece said Valentines had been facing a lot of competition from smaller publishers.

The market itself had no growth and it was relatively easy to enter the market and further increase competition.

Tayside Region economic development convener John Dorward said Valentines was a long-established name synonymous with Dundee and the news that the city is to lose the company altogether was a "considerable shock."

"All the indications were that the firm intended to maintain a presence in Dundee," he said.

"The regional council was asked to identify suitable new headquarters to house the reduced workforce, and this we have done."

"In fact, the council wrote to Mr Preece as recently as April 13 with information on available office space in the city."

"At no time were we given the impression that the company's plans had changed and that a new headquarters building was no longer on the agenda."

"I trust tomorrow's meeting with Mr Preece will help to clarify the situation."

Dundee and Tayside Chamber of Commerce and Industry president Captain John Watson reacted strongly to the news of the closure.

"The Chamber of Commerce is bitterly disappointed at this decision," he said.

"Yet another company of long standing in the city has taken the decision to move elsewhere when the opportunities in Dundee are becoming so substantial."

"Dundee's excellent environmental qualities should have been taken into consideration."

Sad end to 169 years of history

A PROUD HISTORY dating back to the first quarter of last century in a city which the greetings card company included in its name will come to a sad end in October.

Valentines is one of Dundee's oldest companies but from the autumn it will have its HQ in Bath instead.

Originally family-owned, the company—which has had the rare privilege of carrying not one but two royal warrants, from the Queen and the Queen Mother—was first established in 1825.

It remained firmly in family control until 1963, when it was taken over by the John Waddington Group.

Seventeen years later the Kansas-based Hallmark organisation moved in to acquire the business.

The same year Valentines moved from a factory on a site now occupied by the Kingsway Retail Park to Kinnoull Road, on the Dunsinane Industrial Estate.

The complex, in the development of which £4 million was invested before Valentines moved in, was home to a design, manufacture, marketing and distribution operation—which was producing up to 40 million cards a year.

At its peak Valentines employed around 500 people in Dundee and had more than 5000 customers throughout the UK and Ireland.

Valentines went through a substantial reorganisation during the second half of the 1980s and, by the end of the decade, profitability was said to have virtually doubled and sales jumped to nearly £20 million a year but dramatic changes in the market are said to have led to losses.

Last September the first of the blows which have now led to the death of Valentines in Dundee was delivered in the shape of an announcement of a decision by Hallmark to switch card manufacture previously carried out in Dundee to a plant near Dublin.

Valentines back in city

VALENTINES greetings cards are once again being published in Dundee, thanks to the great-great-grandson of the founder of Valentines of Dundee and city-based printers Harley & Cox.

Andrew Valentine, who was marketing director of Valentines before leaving to form Andrew Valentine Ltd, has reached agreement with Fravessi Greetings, of Springfield, New Jersey, for the exclusive rights to their designs in the UK and Ireland.

The new company is called the Valentine Line Limited, its logo a line drawing of the Tay Bridge taken from a photograph by James Valentine around 1900.

The Valentine Line has access to 65,000 designs through the Fravessi agreement and both companies are pleased with progress to date.

"Orders are running at some 80 per cent above the

original expectation," said Mr Valentine.

"Our customers have been particularly impressed with the quality and presentation of the range."

Harley & Cox are responsible for production.

Managing director Bill Urquhart said, "We are delighted by this joint venture opportunity and the increased production has already provided some additional employment."

Both companies are looking to build The Valentine Line into another major greetings card company in Dundee.

"Apart from the last few months, there has been a Valentine publishing house in Dundee since 1825," said Mr Valentine.

"We have every intention of maintaining and strengthening that link.

"The new company has all the advantages of experience and tradition in a

modern and efficient production environment."

The old Valentines of Dundee employed 500 at its peak and remained a family business until 1963, when it was bought by the John Waddington Group, then by Hallmark of Kansas in 1980, when the company moved to Dunsinane Industrial Estate.

A significant downturn in High Street activity in 1990 saw the workforce cut to just over 360.

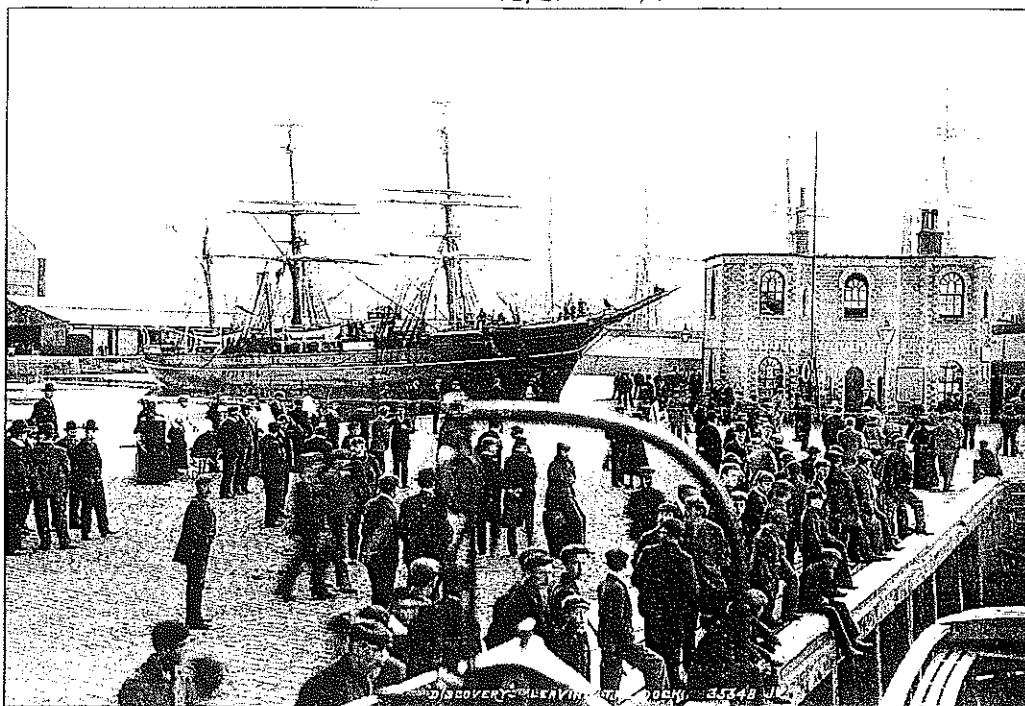
Then in 1993 it was announced that 200 jobs were to go in a cost-cutting exercise which saw production move to Dublin.

There followed a campaign by workers, MPs and councillors to retain the jobs, but it was to no avail.

Then Andrew Brownsword Group merged with Hallmark's UK and Irish subsidiaries and on October 28 last year the plant closed and the name of Valentine disappeared—until now.

Rec'd from Ann Patterson on 11-25-95

DUNDEE 15, JAN. 1997



One of the photographs from the Valentine collection is this of the Discovery leaving the docks in Dundee in 1901.

Bid to make most of photo archive

ONE OF the most important photographic archives of its kind in Europe is to be reproduced for worldwide distribution through a joint initiative involving St Andrews University and a Dundee marketing company.

The university's renowned collections include the library of 150,000 images from the former Valentine & Sons Ltd company of Dundee, which was once developed into the largest manufacturer of postcards in the world.

Now Andrew Valentine—who is chairman of his own company, Valentine Marketing Ltd—wants to open up the archive for commercial use.

As a result of an agreement between the university and the company, prints, postcards, greetings cards and other related lines will now be sold on a worldwide basis.

The project will be offering a major opportunity in the memorabilia field for artwork which has in the main been less open to public use than the quality of the collection deserves.

Dr Norman Reid, the university's keeper of manuscripts and muniments, yesterday emphasised the importance

of the collection as a social, cultural and topographic record for the whole of the United Kingdom.

He added, "The Valentine partnership will help the university project these historic images to a fresh public.

"It will also assist the teaching and research of the university, where staff and students are making ever-increasing use of the collections."

Dr Reid said that fresh finance will also be generated to accelerate its

“There is such a variety of photography... which deserves to be much more in the public domain.”

programme of digitisation and indexing of 300,000 images in all the collections, which include the work of several early photographers.

"I am really looking forward to working with the university in this project," said Andrew Valentine—who, as the sixth generation, was the last family member to work with the original Valentine's company.

He added "In my early days at

Valentine's I worked in the postcard department. While I certainly still have a lot to learn about the scope and content of the archive, I know enough about the artwork to believe that, over a period, my own company can make substantial sales from an assorted range of products.

"It will, in turn, benefit the university and help publicise a series of collections which should be much more widely appreciated.

"There is such a variety of photography—not only views for old postcard subjects, which themselves will have an increasing interest, but wonderful and artistic shots of nature, golf and a way of life which deserves to be much more in the public domain."

John Valentine founded the original Valentine & Sons Ltd in 1825, which pioneered new techniques and broke new ground in photography, particularly through his son, James.

The company eventually ceased postcard production in 1970 to concentrate on greetings card publishing.

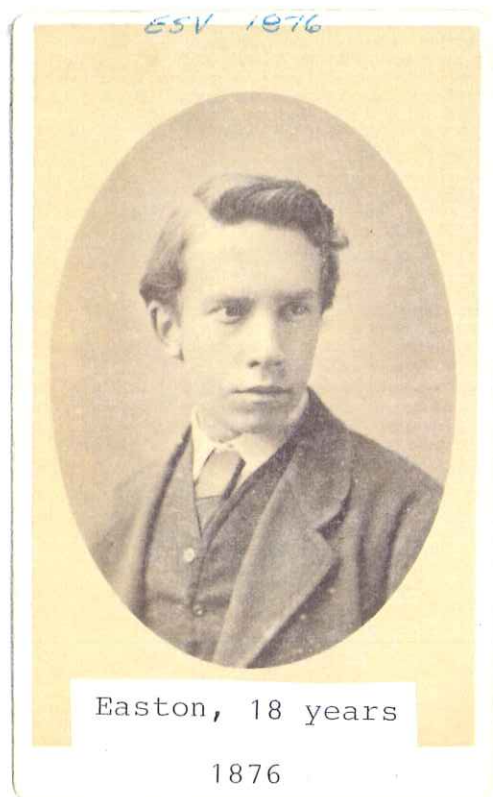
After Valentine's was taken over by Hallmark, the library of photographic images was presented to St Andrews University.



Easton Smith Valentine
1861



Easton with his
Aunt Helen Dobson
1862



Easton, 18 years
1876



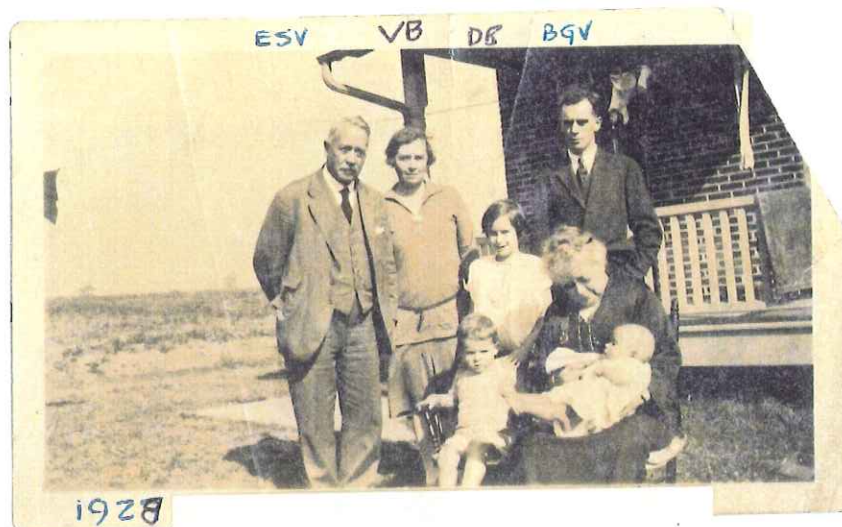
Christina Isabella Smith
Easton's wife

The Four Sons of
James and Rachel

William George
Easton James



Christina Smith Valentine



Easton, Vallie, Father
Dorothy Blackadder
Gordon, Isabella, Donald

Christina Valentine



Cambridge County Geographies

FORFARSHIRE
DUNDEE PUBLIC
LIBRARIES LOCAL
by COLLECTION

EASTON S. VALENTINE, M.A.

Headmaster of the English Department in Dundee High School:
Formerly Examiner in English in the University of Glasgow
and in the University of St Andrews

DUNDEE PUBLIC
LIBRARIES LOCAL
COLLECTION

With Maps, Diagrams and Illustrations



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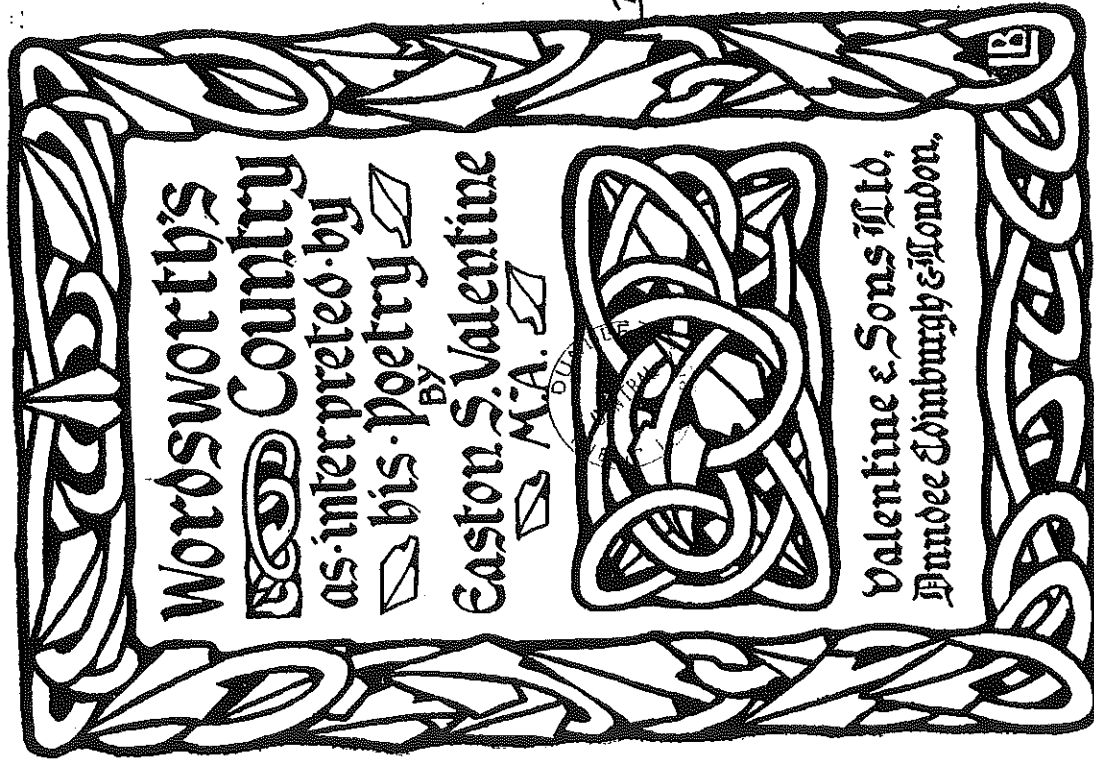
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Cambridge:

at the University Press

1912 8 APR 1977

20 OCT 1975



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2 OCT '53

Cambridge County Geographies

FIFESHIRE

by
D. 3245 J
M. M. M. K10

EASTON S. VALENTINE, M.A.

Headmaster of the English Department in Dundee High School:
Formerly Examiner in English in the University of Glasgow
and in the University of St Andrews

With Maps, Diagrams and Illustrations



Cambridge:
at the University Press

1910

SATURDAY, SEPTEMBER 14, 1940.

FORMER HIGH SCHOOL MASTER DEAD

Mr Easton S. Valentine

The death took place yesterday, at the residence of his daughter in Rochdale, of Mr Easton S. Valentine, who for almost 40 years was a well-known master at Dundee High School.

Mr Valentine received his education at the High School, and there and at St Andrews University he excelled in literary and classical studies.

He became in turn at Dundee High School an assistant master in the English, classical, and modern languages department, second English master, and headmaster of the English department. He was promoted to the latter post in 1901, and he retired in 1922.

Among other distinctions he was examiner in English for the M.A. degree at St Andrews.

He was prominently connected with the formation of the English Association, of which such notable figures as Sir James M. Barrie and Sir Sidney Lee were office-bearers. Besides educational works, Mr Valentine published books on the "Wordsworth Country," "Fifeshire," and "Forfarshire."

Educational News

FORMER DUNDEE HIGH SCHOOL MASTER

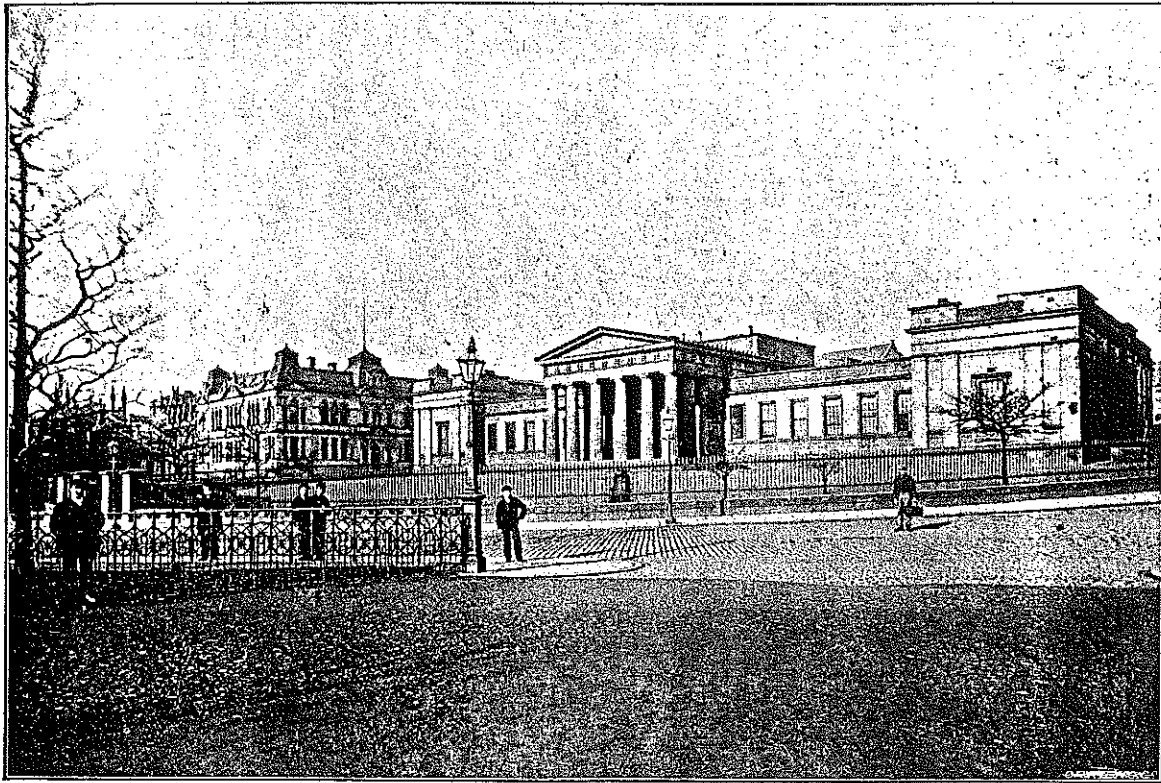
Death of Mr E. S. Valentine

The death has occurred at Rochdale, at the home of his daughter, of Mr Easton S. Valentine, who was for about 40 years a well-known master at Dundee High School.

Mr Valentine was an old pupil of the High School, and a graduate of St Andrews University. At Dundee High School he held the posts successively of assistant master in the English, classical, and modern languages department, second English master, and headmaster of the English department.

He was promoted to the last-mentioned post in 1901, and he retired in 1922. He was at one time examiner in English for the M.A. degree at St Andrews. Mr Valentine was prominently connected with the formation of the English Association, of which such notable figures as Sir James M. Barrie and Sir Sidney Lee were office-bearers. In addition to educational works, he published books on the "Wordsworth Country," "Fifeshire," and "Forfarshire."

The name of *Mr Easton Valentine* is one well-known among not only Ward Chapel members, but among a much wider circle in Dundee, and it will always stand in their memory for one who was greatly esteemed and beloved. For about 40 years he had been on the teaching staff of the Dundee High School, previous to his retirement in 1922, and to successive generations of pupils he was a familiar figure. His gifts were recognized in circles beyond his home town, and to within a year or two ago he had acted as external examiner to different Universities. But many of us were still more conscious of the great gifts of his heart and soul. He was one of God's gentlemen, and bore about him a fine Christian spirit. He was a great lover of nature, and of the simple joys of life, and was one of the kindest of hosts in his home, where he was at his best and happiest. In later years he endured very serenely constant discomfort and pain, in which he was ministered to most devotedly by his daughter, Mrs Dobson. To her and the other members of his family we give our sympathy, and we share their pride in this beautiful memory of a fine soul.



THE HIGH SCHOOLS OF TO-DAY

Memories of
The Old High School
(1880-1889)

Some of the Grand Old Masters

By Jessie A. Norrie

*"The path we came by, thorn and flower,
Is shadowed by the growing hour,
Lest life should fail in looking back."*

Dundee
William Kidd & Sons, Whitehall Street
1924

of teaching reminded me of those of Durlac, without the objectionable features. He had Durlac's accuracy, precision and thoroughness, and I have always been grateful for the training which I received from him in Latin.

Before long, however, his talents were confined to the teaching of English, where his particular gifts were just what were required to supplement the headmaster's rather discursive methods. The combination of Mr Charles with two such men as Mr Valentine and Mr Grant, both of whom were used to drilling pupils in the rigid rules of Latin grammar and syntax, raised the department to a high point of efficiency. And nobody had a fuller appreciation of the chief's value as an "inspiration" to the pupils than the second master. With a self-abnegation of which few men in his position, and fewer of his age, would have been capable, Mr Valentine left to Mr Charles the privilege of discoursing to his heart's content on those subjects which add inestimably to the richness of the individual life, but are of small account with examiners, who are mainly concerned about facts. Placing his watch upon his desk to remind him of the flight of time, the junior master deliberately set himself to remedy the defects of his chief by hammering in those unattractive pieces of

MR VALENTINE

ONE of the things in which Mr Charles must have counted himself most happy was the quality of the men with whom he worked. His was the supreme gift of inspiring affection in all who came near him, and he might also have said with Brutus when the end was nigh:—

"My heart doth joy, that yet in all my life
I found no man but he was true to me."

When the old school fell upon evil days, and a lifetime of distinguished service was not sufficient for the grand old masters to feel their seats secure, it must have been a great comfort to Mr Charles to know beyond all doubting that he could absolutely rely on the loyalty of those about him. The chief of these was Mr Easton S. Valentine, for many years the second English master before he became the head.

If my memory serves, it was in 1885 that Mr Valentine joined the staff. At first his duties were with the English and Latin classes of the Middle School. His methods

knowledge without which it is hopeless to face the examination day. As he sometimes said, with his own dry humour, "I have no time to teach. I am too busy cramming for examinations." Nevertheless, he contrived to get in a good deal of teaching too.

Without any exception, I regard Mr Valentine as the most painstaking master of my time. For the benefit of those who found the intricacies of parsing and analysis a baffling study, he wrote an "Atlas of Grammar." The amount of knowledge which he digested for us in the shape of abstracts and summaries would have filled a good-sized volume. From an arid waste of words he would pick out an arresting phrase or a striking epithet with which to label an author in the mind of the pupil unforgettably for all time. And in my day, that was what examiners wanted. Little they recked what we really knew of Shakespeare or Milton, if we could only reel off glibly that "Shakespeare was the greater genius, but Milton the sublimer man." Mr Valentine saw to it that we were able to do that.

He was, also, to a degree almost incredible in a teacher, strictly impartial. Most teachers have at least a secret favour for a pupil who gives no trouble, and is likely to do them credit in the end. But we all felt that Mr

Valentine would have decapitated his best pupil just as cheerfully as he would have snuffed out the most arrant dunce that ever graced the foot of a class. And though he had an undoubted sense of humour, he had an exasperating way of keeping the jest to himself. When there was a provoking twinkle in his eye we had often an uncomfortable suspicion that he was enjoying a private joke at our expense!

Our class had him for language and literature in the eighth. Here he suffered from the insurmountable handicap of *not* being Mr Charles, which would have been sufficient to daunt a less enthusiastic teacher. In our eyes the ideal plan would have been—grammar and geography from Mr Valentine—everything else from Mr Charles. However, our opinion had not been consulted. But we made a stiff proposition.

We were reading Chaucer that year, and I remember the alert outlook we kept for any passage susceptible of two renderings. Immediately Mr Valentine had given his vote in favour of the one, we at once appealed to Mr Charles in support of the other. And the latter, I am afraid, hardly improved matters for his assistant. "I am always pleased," he said, "when my girls take an interest in these things!"

Mr Valentine

But Mr Valentine himself rather drew the barb from our shafts by the imperturbability, even the good-natured interest, with which he took part in the discussions. There is really no fun in teasing anyone, if the person you are aiming at doesn't know he is being teased!

He took extraordinary pains to perfect, or at least to improve, our style in writing essays, quite apart from the interesting information he supplied to us in his voluminous notes on "Chivalry," "Monasticism," and other superficially unattractive subjects which he insisted on our getting up. And how we all sympathised with the hapless maiden whose holiday essay describing the "fir-clad heights" of Blair Atholl was dismissed with the withering comment, "Avoid flowery language!"

But he effectually cured us of any disposition to slackness. We knew to the moment when our next essay would be required, and never dreamt of finding an excuse for shirking it.

I shall never forget how bitterly we disappointed him at the "locals" of that year. When we had finished the English paper, he came up and asked how we had got on.

He seemed quite pleased with our answers till he inquired, "And what about the essay?"

Mr Valentine

Then nearly everybody—after all the pains he had taken to give us all possible information on every subject even remotely connected with the books we had been studying that year, after the time he had devoted to instilling into us the principles which should guide us in handling our material—nearly everybody confessed that the paper had been so long that she had not got anywhere near the essay, which came last. Only myself, with an eye to "marks," had spotted the subject at once as one in which we had been specially primed by Mr Valentine, and had tackled the essay first. But I had a lamentable avowal to make.

"Do you know," I began with the valour of despair, "I forgot all about what you told us—about working from the general to the particular—or from the particular to the general, till I had finished. And even then I couldn't remember which was which!"

Who would be a teacher? But Mr Valentine smiled—actually smiled, a rare occurrence in those days. "Ah well," he said, as if determined to be philosophical, "I have no doubt you would all do very well."

And the surprising thing was that we did. For two of us that year were among the "big pupils" of the locals. Thus are teachers justified of their children.

Mr Valentine

It is only fair to say that the end of the session found us on much better terms with Mr Valentine than the beginning. If he had taken us on in the ninth, when we tackled the first leaving certificate paper set in the High School, the results might have been even better than they were.

One new experience, too, Mr Valentine provided, for which we were not ungrateful. He was the first assistant to acknowledge the charms of the lady teachers. And if ever a junior master feels that he is not receiving a due amount of interest from the senior girls, let me recommend this as an infallible cure. We ceased to remember Mr Valentine's passion for abstracts and summaries, and regarded him only as a human being from the moment he announced his engagement to Miss Christina Smith, one of our favourite and most accomplished governesses. It was the event of the year.

When Mr Valentine retired in 1923, the Upper School presented him with a smoker's cabinet, perhaps as a gentle hint that in the solace of a pipe he might find some compensation for the absence of those essays and examination papers, to the correction of which he had been wont to devote so many of his leisure hours.

APPENDIX C

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C-2	Letter of Recommendation for a scholarship for B. Gordon Valentine, 1913. by J. B. Meiklejohn, Mathematical Master, Dundee High School.
C-3 Valentine.	<i>Certified Copy of Attestation</i> (Enlistment Form) for Bertram Gordon Valentine. Inset: article about Royal Engineers' City of Dundee detachment.
C-4	October 15th, 1915, War Office Order nominating Sapper B. G. Valentine of the City of Dundee (Fortress) Company, The Royal Engineers, for a commission in the 3/4th Battalion of the Black Watch Regiment.
C-5	Order, 20.10.15, by Captain Richardson to No. 295 Sapper B. G. Valentine.
C-6	Blank
C-7/C-8	Commission, October 26th, 1915, appointing Bertram Gordon Valentine as a 2 nd Lieutenant in the Territorial Force, assigned to 4th (City of Dundee) Battalion of the Black Watch (Royal Highlanders), as of October 21st, 1915.
C-9/C-16	Excerpted pages 186-201 from <i>A History of War and Weapons, 1660-1918</i> by G. A. Sheppard, Lt. Col. (Ret.).
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C-18	Photographs: Battlefield near Ypres, July and August, 1917.
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<u>PAGE</u>	<u>DESCRIPTION</u>
C-27	Maps: 'The Western Front, 1918' and 'The Western Front, the last three months.'
C-28	1917 New Years Greetings from the 1st Bn. of The Black Watch April 25, 1919, War Office letter demobilizing Lt. B. G. Valentine MC.
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C-30	Photographs: B. G. Valentine and unidentified passenger with motorcycle and sidecar, and alone, around 1923; Bruce Gordon Valentine, grandson of B.G. Valentine, wearing his grandfather's Black Watch Glengarry cap, kilt, sporran, and stockings, 1996.
C-31	Diploma, Bachelor of Science degree, awarded to Bertram Gordon Valentine by The University of St. Andrews on October 14th, 1921.
C-32	<i>Certificate of The Institution of Engineers & Shipbuilders in Scotland</i> electing Bertram Gordon Valentine B. Sc. to Associate Membership, 21 Nov. 1922.

HIGHER EDUCATION SCOTLAND LEAVING CERTIFICATE

1913.

THE LORDS OF THE COMMITTEE OF THE PRIVY
COUNCIL ON EDUCATION IN SCOTLAND

HEREBY CERTIFY THAT *Berttram G. Valentine*



A Pupil in the *Dundee High School*
having completed a Course of Secondary Education according
to a Curriculum approved for the purpose by Their Lordships,
and having satisfied, in respect of General Proficiency, both the Authorities
of the School and the Examiners appointed by Their Lordships, is entitled
to receive a LEAVING CERTIFICATE. The following subjects were
included in the Curriculum, and the Standard of Proficiency shown in
them was such as to warrant their entry on this Certificate:—

English
History
Mathematics

German
Science

Geo. Mackinnon
Head Master.

J. Sturges
Secretary to the Scotch
Education Department.

LETTER OF RECOMMENDATION FOR A SCHOLARSHIP FOR B. G. VALENTINE

High School

Dundee

Aug. 16th 1913.

Mr. B. Gordon Valentine passed successfully through the first nine classes in the High School, and he leaves now in order to proceed to the University, after having obtained a full leaving certificate.

He is a young gentleman of splendid physique, and of great natural manipulative ability. His tact among his school fellows made him a deserving favourite, and his courtesy to his teachers was unvarying. He possesses a fund of practical common sense, and his intellectual abilities are of a high order, especially when they are exerted along the line of natural inclination.

He is in every ^{way} worthy of a thorough University education, and will fully justify selection by the trustees of the scholarship for which he is applying.

J. B. MacKleiden M. A.
Mathematical Master.

CERTIFIED COPY OF ATTESTATION.

No. _____ Name _____ Corps Royal Engineers

Questions to be put to the Recruit before Enlistment.

- | | |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <p>1. What is your Name?</p> <p>2. In or near what Parish or Town were you born?</p> <p>3. Are you a British Subject?</p> <p>4. What is your Age?</p> <p>5. What is your Trade or Calling?</p> <p>6. In whose employ are you?</p> <p>7. Where do you now reside?</p> <p>8. Are you now an Apprentice? If so, please state particulars?</p> <p>9. Are you Married?</p> <p>10. Do you now belong to the Army, the Marines, the Militia, the Militia Reserve, the Territorial Force, the Royal Navy, the Army Reserve (Regular or Special), or any Naval Reserve Force? If so, to what Corps?</p> <p>*11. Have you ever served in the Army, the Marines, the Militia, the Militia Reserve, the Imperial Yeomanry, the Territorial Force, the Royal Navy, the Volunteers, the Army Reserve (Regular or Special), or any Naval Reserve Force? If so, please state Corps and cause of discharge</p> <p>12. Do you belong, or have you belonged, to any Cadet Corps or Battalion?</p> <p>13. Have you ever been rejected as unfit for the Military or Naval Forces of the Crown? If so, on what grounds?</p> <p>14. Did you receive a Notice, and do you understand its meaning?</p> <p>15. Are you willing to be attested for the term of 4 years (provided His Majesty should so long require your services) for service in the Territorial Force of the County of <u>Dundee</u> to serve in the <u>Regt of Dundee R.E.C.</u></p> <p>16. Do you understand that during the first year of your original enlistment</p> <p>(a) you will be required to attend the number of drills and fulfil the other conditions prescribed for a recruit of the arm or branch of the service which you have elected to join?</p> <p>(b) That in addition to such preliminary training you will be liable to attend the number of drills and fulfil the other conditions relating to training prescribed for the arm or branch of the service which you have elected to join and be liable to be trained for not less than 8, or more than 15 days altogether, in every year, or, if belonging to a mounted branch for not less than 8, or more than 18 days altogether in every year, as may be prescribed, and may for that purpose be called out, once or oftener, in every year?</p> <p>(c) That if you, without leave, or reasonable excuse, fail to attend the number of drills required to fulfil the conditions relating to preliminary or annual training prescribed for your arm or branch of the service you render yourself liable to a fine not exceeding £5?</p> <p>(d) That when a proclamation has been issued, in case of imminent national danger or great emergency, calling out the first class Army Reserve you will become liable to be embodied?</p> <p>(e) That, if your term of 4 years' service expires when a proclamation ordering the Army Reserve to be called out on permanent service is in force, you may be required to prolong your service for a further period not exceeding 12 months?</p> <p>(f) That you will be liable to serve in any place in the United Kingdom without further agreement, but not in any place outside the United Kingdom unless you voluntarily undertake to do so?</p> <p>(g) That you will be required to deliver up in good order, fair wear and tear only excepted, at such time and place as may be ordered by the Commanding Officer, all arms, clothing and appointments issued to you, being public property (including the property of the County Association)?</p> | <p>1. <u>Bedlam Gordon Valentine</u></p> <p>2. In the Parish of in or near the town of in the County of</p> <p>3.</p> <p>4. <u>25</u> Years. Months.</p> <p>5.</p> <p>6.</p> <p>7. <u>Ashcliffe, W. Carmel, W.ife</u></p> <p>8.</p> <p>9.</p> <p>10.</p> <p>11. <u>No</u></p> <p>12.</p> <p>13.</p> <p>14. <u>Yes</u></p> <p>15. <u>Yes! To be discharged at end of war, if so desirous.</u></p> <p>16.</p> |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|

* If a further period of preliminary training may be prescribed during the first year of original enlistment by an Order in Council, the number of days being specified, and the period of annual training in any year may be extended by an Order in Council, due notice thereof having been given and provided that neither House of Parliament has dissented, but the whole period of annual training shall not exceed 30 days in any year.

Under the provisions of Section 90 of the Army Act, if a person knowingly makes a false answer to any question contained in the attestation paper, he renders himself liable to punishment.

I, Bedlam Gordon Valentine do solemnly declare that the above answers made by me to the above questions are true, and that I am willing to fulfil the engagements made.

B. G. Valentine

SIGNATURE OF RECRUIT.

David E. McGill

Signature of Witness.

OATH TO BE TAKEN BY RECRUIT ON ATTESTATION.

..... do make Oath, that I will be faithful and bear George the Fifth, His Heirs and Successors, and that I will, as in duty bound, honestly and faithfully accessories, in Person, Crown, and Dignity against all enemies, according to the conditions of my service.

CERTIFICATE OF MAGISTRATE OR ATTESTING OFFICER.

..... do hereby certify, that, in my presence, all the Recruit above-named, that the Answers written opposite to them are those which he gave to me, and variation, and taken the oath at on this

19 (Signature of Justice of the Peace, Officer, or other person authorised to attest Recruits.

copy of the Attestation of the above-named Recruit.

Approving Officer.

ROYAL ENGINEERS, HAVE DUNDEE. - Stirring scenes were witnessed in Tay Bridge Station, Dundee, on Saturday night on the departure of a draft of the City of Dundee (Fortress) Royal Engineers. The men, who numbered about twenty, were under the command of Sergeant-Major Oboron, and, headed by the pipe band of the 5th Scottish Provisional Battalion, marched from the headquarters in Taylor's Lane to the station, followed on route by a dense cheering crowd. A crowd numbering over 1000 gathered on the platform, and to the accompaniment of lusty cheering and the strains of the pipes, the lads in khaki left the city.

End. 2

W.O. No 942/373 (A.G. 7)

War Office
London S.W.
15th Oct 1915

Sir

I am commanded by the Army Council to inform you that the man named in the margin has been nominated for a commission in 3/14th Battalion Black Watch and to request that you will cause him to be sent home as soon as possible with orders to report on arrival to Room 236 War Office, London S.W.

I am also to request that you will cause the date of his departure for England to be notified by telegram addressed to "Adultery" London

I am
Sir

Yours obed. servant-
B. B. CUBITT.

The Adj. General.
General Hdqrs.
Brit. Army in the Field.

Certified a true copy

Richardson
City of Dundee
Capt. A. J. C. B.

Mr G. Valentine
21 City of Dundee
(A. J. C. B.) R.E.
No 295 Sapper

No 295 Sapper B G Valentine.
 of City of Dundee A T Co RE
 will proceed to London and report
 to Room 236 War Office.

He has been selected for a
 Commission in the 3/4th Batt.
 Black Watch vide. attached copy
 of W O letter No 9/42/343 (A.G. 7)
 dated 15th October 1915

Richardson Capt
 O.B. of City of Dundee A.T. Co. R.E.
under command

B. E. F.
 France.

20. 10. 15.

C. 324

George R. I.

SCOTT

Great Britain and Ireland, and of the British Dominions beyond the Seas King Defender of the Faith Emperor of India, &c.

To Our Trusty and well-beloved Bertram Gordon Valentine Greeting.
We, repairing special Trust and Confidence in your Loyalty, Courage, and good Conduct, do by these Presents Constitute and Appoint you to be an Officer in Our Territorial Force from the Twenty-first day of October 1915. You are therefore carefully and diligently to discharge your Duty as such, in the Rank of 2nd Lieutenant or in such higher Rank as We may from time to time hereafter be pleased to promote or appoint you to of which a notification will be made in the London Gazette, and you are at all times to exercise and well discipline in Arms both the inferior Officers and Men serving under you and use your best endeavours to keep them in good Order and Discipline. And We do hereby Command them to Obedience as their superior Officer, and you to observe and follow such Orders and Directions as from time to time you shall receive from Us or any your superior Officer according to the Rules and Discipline of War in pursuance of the Trust hereby reposed in you.

Given at Our Court at Saint James, the Twenty-sixth day of October 1915, in the Sixth Year of Our Reign.

Bertram Gordon Valentine

2nd Lieutenant

Territorial Force.

By His Majesty's Command.

Chambers
R. W. W. W.

A. G. Valentine

1st Lieutenant

Territorial Force

=====

4th (City of Dundee) Battalion

The Black Watch

(Royal Highlanders)

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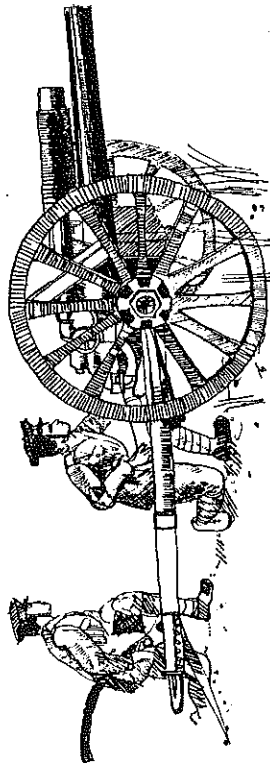
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"A HISTORY OF WAR AND WEAPONS, 1660-1918"

by G. A. Sheppard, LT. Col. (Ret.)

Total War and Stalemate

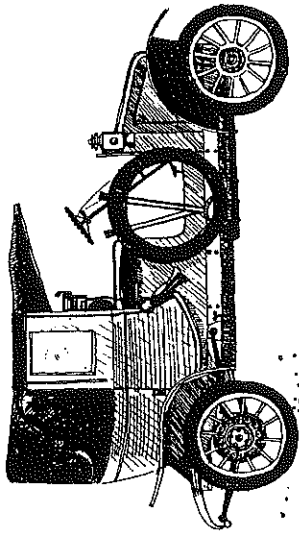
At the outbreak of war the British had more field guns and some field howitzers, but only four 60-pounder guns as heavy artillery with each division. The French 75, with a maximum range of 7,440 yards, was still the best in the world, although the German field gun could outrange it by nearly 2,000 yards. The British field artillery consisted of 18- and 13-pounder field guns and 4.5-inch howitzers, all with a maximum range of 7,000 yards. The new field guns embodied the Armstrong wire-wound barrel and the Vickers recoil system, and they fired shrapnel. In 1914, armies marched into battle without any kind of anti-aircraft defence. In Germany, the firms of Krupp and Erhardt had designed a wide range of guns for use against airships, but the problems of hitting the small and more elusive aeroplane had



British field gun in action

seemed quite unsurmountable. Field-gun equipment such as the French 75 and the British 13-pounder were quickly adapted to fire from heavy pedestal mountings. The British 3-inch anti-aircraft gun, which on its mountings weighed 2,240 pounds, is typical of the new kind of gun that was now needed in large quantities for defence against the rapidly growing menace of air attack.

The German plans to sweep down and envelop Paris had failed and so had the French counter-offensive. At the height of the Battle of the Marne a complete French division was rushed to the front by 600 Paris

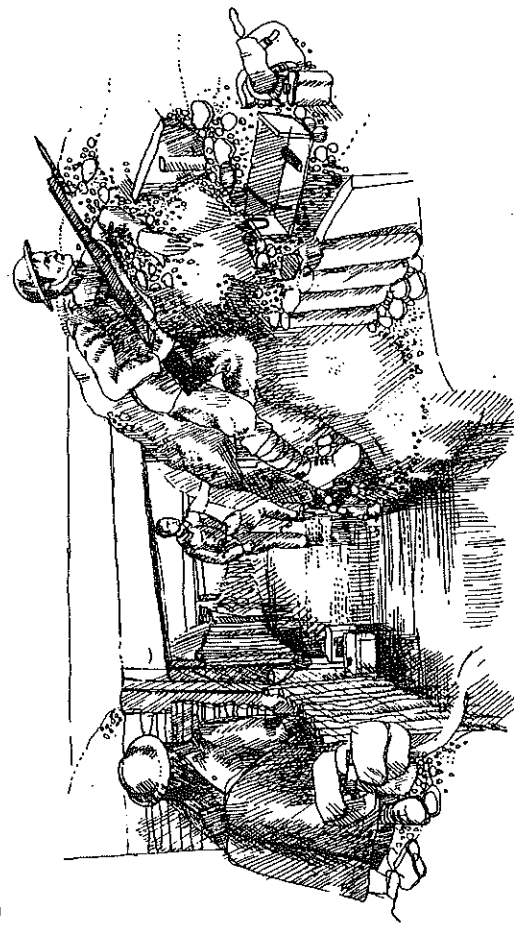
Total War and Stalemate

A Paris taxi in 1914

taxi cabs—the first mass use of motor vehicles in war. This was an isolated incident and the ebb and flow of battle was still at the pace of the marching infantry. There were no sweeping cavalry charges, no dramatic attacks by massed infantry rushing forward with the bayonet, as the French had attempted in the first few weeks of the war. In the face of the tremendous fire power of modern artillery and machine guns, neither side could succeed in breaking through and deadlock resulted. What had started as a war of movement, that would be 'over by Christmas', now became a vast siege operation. The narrow strip of 'no man's land' between the entrenched armies was now dominated by the very weapons that had brought stalemate.

TRENCH WARFARE

In spite of the lessons of recent wars, the need for infantry in defence to 'dig in' was generally regarded as an almost retrograde step which merely marked a temporary phase in mobile operations. On pre-war manoeuvres trench digging was unpopular as the troops had to go back and fill them in at the end of the day. Training manuals gave elaborate details for the construction of field fortifications, but the necessary engineering stores just did not exist, and no army had thought it necessary to study the question of special weapons and equipment needed for static warfare. When their

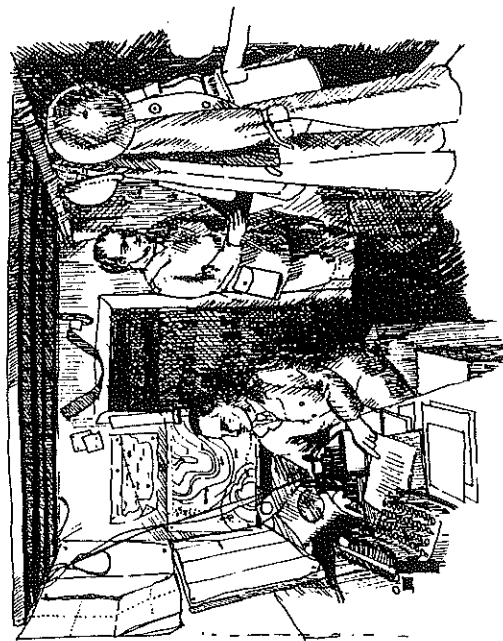


A trench scene

initial plans went awry the German High Command attempted to outflank the Allies by attacking towards the Channel ports, in what became known as 'the race to the sea'. In the other sectors they took up good defensive positions which could be held by fewer troops, so as to release more divisions for their new offensive. In the Battle of Ypres, they again failed to break through and, having had to divert troops to the Russian Front, the Germans were on the defensive by the end of November, 1914, along the whole of the Western Front. Both sides had suffered terrible casualties, and the exhausted troops now faced each other along a front that stretched for 475 miles, from the Swiss border to the North Sea east of Dunkirk. The shallow 'shelter' trenches, hastily sited along a ditch or road embankment, or perhaps in the open, where there was a good field of fire, and scratched out with entrenching tools might offer protection from small-arms fire, but became a death trap when the enemy guns opened up. Concealment was impossible, and the Germans with their numerous observation balloons had the advantage. Men's lives now depended on the spade and pickaxe, as the shallow trenches were deep-

ened and traverses dug at an angle to localise the effect of a direct hit. As a continuous line was formed, trench stores became as vital as ammunition—millions of sandbags to build the parapets and fire steps, wattle fencing, wooden planks, more sandbags, anything that would shore up the steep sides of the deepening trenches. Much of the Allied line had to be built in low-lying country, with water a few feet below the surface. Here men fought and died up to their waists in water. The enemy artillery, 2,000 yards behind their own front line, could stop the bringing forward of supplies by day, but at night tracks and crossroads became targets for harassing fire. Everything had to go below ground. Communication trenches zig-zagged towards the rear, so that reliefs and supplies could be brought up; telephone lines had to be buried; a support and reserve line of trenches had to be dug further to the rear to guard against a breakthrough. In the dry sectors it was possible to construct dugouts for shelter against the weather and anything but a direct hit. Here were to be found the command posts, with the signallers, the

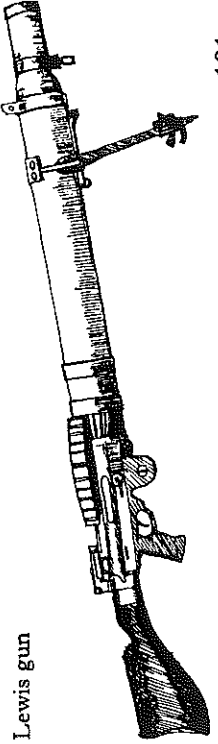
A headquarters dug-out



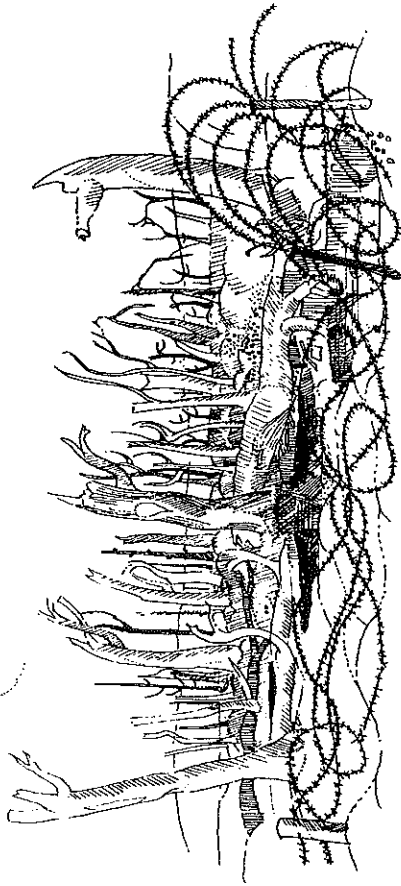
a house had stood, became the arena in which men crouched and crawled and listened, a place of ambush and the sudden raid to snatch a sentry or destroy a machine-gun nest. A place of death and desolation which could suddenly erupt with the crash of shell fire and the chatter of the machine gun as the bullets whipped across the tortured ground. Stick grenades and improved patterns of the cricket-ball type, like the Mills bomb, were put into urgent production to replace the jam tins filled with explosive that were improvised locally. Periscopes, wire cutters, hand torches and pocket compasses now became an essential issue and always seemed to be in short supply.

THE LEWIS GUN

The machine gun now held a dominant place. The Germans had started the war with over 12,500 Maxims and now introduced a light pattern weighing thirty-four pounds with a tripod mount and a drum-shaped magazine which could be used by one man. Shortly before the war Isaac Lewis, an American artillery officer, had perfected a light gas-operated machine gun which in 1912 had been the first machine gun to be fired from an aircraft. The Lewis gun had a unique cooling system—an aluminium 'radiator' with seventeen broad flanges fitted over the barrel—and both were enclosed in a light steel casing. The casing was tapered at the muzzle end and when the gun was fired the muzzle blast created a vacuum which drew in cold air from the rear to cool the barrel and prevent overheating. The magazine held forty-seven rounds and



Lewis gun

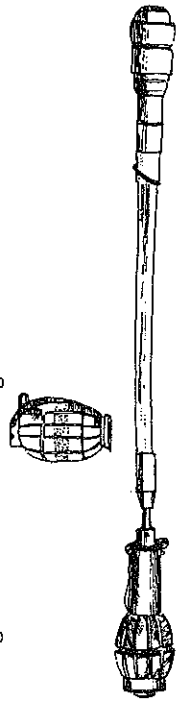


'No man's land'

medical orderlies, the runners who carried messages if the telephone lines were cut by shell fire, and the men who had been working all night repairing the barbed-wire fences or rebuilding a trench that had been cratered by the direct hit of a high explosive shell. The front line on both sides was covered by two belts of barbed-wire entanglement, each about ten yards thick, and some ten to twenty yards apart, so sited that an enemy attack checked on the wire would be enfladed by machine gun and rifle fire from several points of the zig-zag front trench line. On an average, the two front lines were about 200 or 300 yards apart, but in places, and in particular in the British sectors, they were often as near as 25 yards from each other. Under such conditions the fighting often became a kind of duel between men armed with hand grenades, clubs, knives and even sharpened shovels. In the narrow strip of 'no man's land', a landscape pock-marked with shell holes and scarred with twisted wire and shattered tree stumps, a leafless copse, or a pile of mouldering rubble where

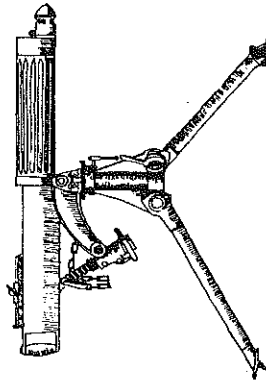


German rifle grenade



Stick grenade and Mills hand grenade

weighed four pounds. It fitted on top of the gun which itself only weighed twenty-five pounds. Using a sling, one man could fire the Lewis gun on the move, but it was normally fired off the small bipod mount which was only a foot high. In almost any landscape a Lewis gun was practically invisible at 400 yards. The gun was fired in short bursts of five to twenty rounds, and could keep up a steady rate of fire which was the equivalent of the rifle fire of fifty men. The production of Lewis guns was started before the war by the Birmingham Small Arms Company. They were first issued in 1915 on the scale of two per battalion to replace the Vickers machine guns that were brigaded in the newly



Vickers Medium
Machine Gun

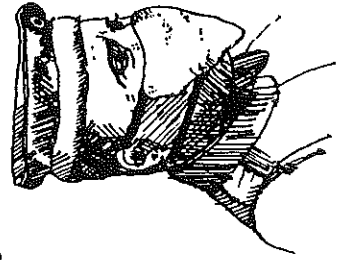
formed Machine Gun Corps. By 1918, every British battalion had no fewer than thirty-six Lewis guns, and this remarkable and revolutionary weapon had been extensively used by both the British and American air forces. Firing incendiary bullets, the Lewis gun was officially credited with destroying ten out of the twelve Zeppelins that were shot down over London.

GAS WARFARE

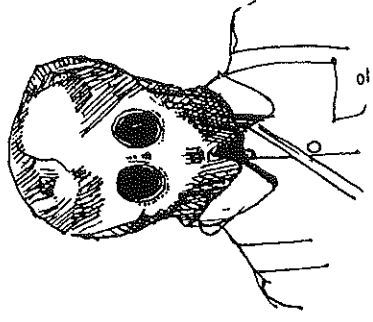
The Germans were quick to realise the prohibitive cost of attacks against entrenched infantry supported by machine guns and massed artillery, and they eagerly sought new weapons to break the stranglehold of trench warfare. Early in 1915, they used shells filled with tear gas against the Russians on the Eastern Front near

Warsaw, but the attack was a costly failure as the drops of liquid failed to evaporate in the intense cold. An alternative method of employing gas, however, was suggested by a certain Sergeant Haver. Fritz Haver, a scientist with an international reputation, was little known in his own country. Like many thousands of German Jews he had volunteered at the outbreak of war to serve in the army. By a quirk of fate, Haver—who later received a Nobel Prize for the synthetic production of ammonia, a discovery of enormous value to agriculture—achieved far greater notoriety as the 'inventor of gas warfare'. Germany had a highly developed chemical industry and his plan was easy to implement, although Captain Haver, as he had now become, took pains to warn the German Generals of the terrible retribution that could result from a general adoption of gas warfare, unless they achieved a quick victory, as the Allies had access to far greater quantities of raw materials. Large quantities of cylinders filled with liquid chlorine were assembled in the German front-line trenches opposite the Allied salient of Ypres. When the wind was favourable a yellow cloud of poison gas would be released to billow and swirl over the enemy's lines, filling every trench and dugout and hole in the ground to bring convulsions, stupor and a choking death to the luckless defenders. The Germans

First German
gas mask



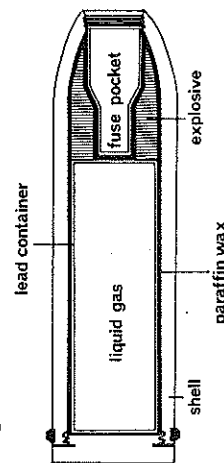
British gas helmet



opposite Ypres had to wait fourteen days before the wind conditions were right. In spite of reports from prisoners and even from their own pilots and patrols, who had actually seen the cylinders dug in close to the German trenches, the gas attack came as a complete surprise to the Allies. Within a matter of hours there was a five-mile gap in the Allied line where two French divisions had suffered the terrible effects of the initial gas attack, but as darkness fell the Germans were seen digging in, and their opportunity for a clean breakthrough faded. Allied reinforcements were rushed forward, and after desperate fighting that lasted a whole month, and cost over 100,000 casualties to both sides, the breach in the Allied lines was eventually sealed.

Front-line troops hated gas and everything to do with it and if the decision had been left to the fighting soldiers it would never have been used. The gas mask first issued to the Germans was a very elementary and clumsy affair, a pad of tow soaked in chemicals and tied over the mouth and nose. Later, a metal nose-clip was added, and it became known as the 'snout'. It is strange that the German General Staff had not bothered to ask their meteorologists, or even some of their pilots, about the prevailing winds on the Western Front. These favoured the Allies nine days out of ten, so it was not long before the Germans had a taste of their own medicine from cloud gas being blown back over their own line when the wind suddenly veered round. The Allies had to improvise masks from what they could requisition locally. Pads of black veiling or flannel were

German gas shell



made up ready to be dipped in buckets of chemicals kept ready in the front line. Red Cross workers in England made as many as a million pads of cotton wool and gauze in a single day. Unfortunately these proved useless as air would not pass through the cotton wool after it had been wetted.

The introduction of gas shells filled with new and extremely lethal gases such as phosgene brought an entirely new problem, as many troops within artillery range could be subjected to gas attack without warning by day or night. Hoods or helmets made of flannel, treated with chemicals and kept moist with glycerine, were now issued. These fitted right over the head and tucked into the neck of the tunic. Celluloid eye pieces cracked easily and were replaced by glass. Later, a tube and valve for breathing out was fitted to the mask, to prevent carbon dioxide accumulating from the user's breath. Finally, 'box' respirators were issued. These fitted close round the face and could be worn with reasonable comfort for quite long periods. The air was drawn in through a mouthpiece and valve after passing through a metal canister or box filled with chemicals.

Mustard gas, which had the most terrible and long-lasting effects, was introduced by the Germans in 1917. Smelling like garlic, a drop of this persistent, oily liquid was disabling if it came in contact with the skin, or produced permanent blindness from momentary exposure without a satisfactory mask. Mustard gas was particularly dangerous because ground, or even clothing, contaminated with the liquid gave off poisonous vapour for as long as ten days, especially in cold weather, after the gas attack had been launched. As Haver had forecast, the Allies in the last two years of the war were able to produce gas shells and canisters in far greater quantities than the Germans. The total casualties from the use of poison gas by both sides amounted to nearly 2 million. But for the constant vigilance of the scientists in detecting new kinds of gas, and the enforcement of

rigid discipline over the wearing of masks and carrying out decontamination precautions, many more men would have died or suffered life-long disablement.

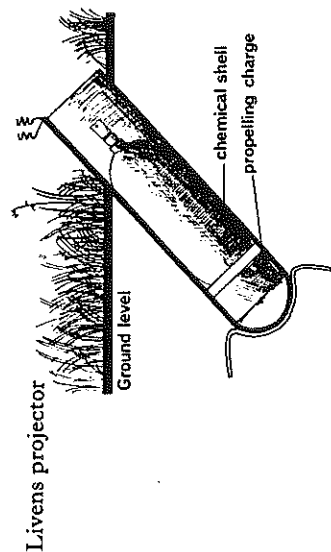
FLAMETHROWERS

Flamethrowers were introduced by the Germans in June, 1915. Some were of the portable or 'pack' type carried on the back, rather like the spray equipment sometimes used for fruit trees. Their range was only twenty yards or less, but the sudden jet of burning oil which produced intense heat and a cloud of black smoke had considerable psychological effect. The problem, however, was to get close enough for this potentially terrifying weapon to be effective. Allied machine gunners, with their Lewis or Hotchkiss guns, usually succeeded in wiping out a 'flame' attack by concentrating on those men who were obviously struggling forward under a heavy load. The largest flamethrower used during the war was designed by a British scientist, George Livens. The apparatus was heavy and cumbersome, but had a range of nearly 100 yards. The various parts were made so that they could be carried into the front line as a two-man load, but altogether the equivalent of 2-300 men had to make the trip before everything needed was assembled. It was usually necessary to dig a mine shaft towards the enemy's lines so that the flamethrower could be assembled in one of the galleries (some ten to fifteen feet below the surface) within range of the German trenches. At the last moment before the attack, the heads of the two jets would be pushed up so as to stick out about two feet above the ground. A few seconds afterwards, when the signal for the attack was given, automatic lighters would fire the oil which shot out under enormous pressure supplied by gas cylinders. As the jets slowly traversed from side to side, a ton of flaming oil swept towards the German trenches with a roar, 'while

dense clouds of black smoke flecked with flame rose a hundred feet into the air'. Although highly successful on several occasions, the equipment was far too heavy and complicated to be generally used.

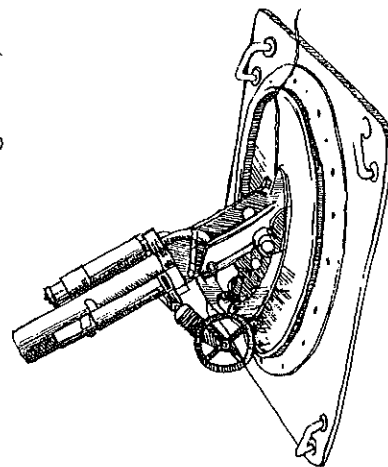
THE LIVENS PROJECTOR

Livens now turned to a type of projector that was more mobile and had a far greater range—this was simply a *fougasse*, or mortar, which he improvised from steel tubing, to hurl bombs into the enemy's position at a range of up to a mile. The projectors, looking exactly like drain pipes, were dug in and camouflaged in batteries of about twenty-five. The propellant charge in the base of the projector was fired by electricity and all the bombs in any battery were usually fired simultaneously. On one occasion, nearly 4,000 projectors were discharged in a single operation. This versatile, but somewhat inaccurate, weapon fired almost anything—gas-filled bombs containing thirty pounds of phosphorus, cylinders containing high explosive or oil which would burst into flames on contact, and even harmless substances such as amyl acetate which simulated gas to make the enemy put on their gas masks at the moment of an infantry assault. By comparison, the German 18-cm. *minenwerfer* had very much smaller bombs containing about sixteen pounds of gas, which were known as 'rum jars'.



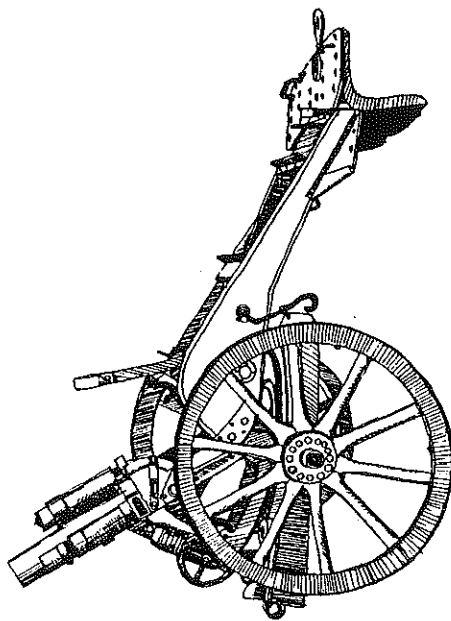
TRENCH MORTARS

There is nothing new in the idea of using a comparatively small charge to hurl a projectile high into the air to reach an enemy that is nearby but sheltered from direct fire, and ever since the invention of gunpowder the mortar has played its part in siege warfare. Before the war the Germans laid in stocks of *minenwerfer* (literally bomb throwers) which, like their heavy machine guns, were used as infantry-support weapons and now became trench artillery. The French had to make do with old bronze siege mortars and the British had none at all—a situation that both armies were quick to remedy just as soon as production could be started. The trench mortar had many advantages over the conventional gun or howitzer. It was simple and cheap to manufacture and used smaller propellant charges. It was considerably lighter and could be taken to pieces and set up in a confined space and moved from one emplacement to another. With a high trajectory, it was ideal for lobbing shells into the enemy's trenches or into dead ground, and it could fire with safety much closer to one's own troops than a gun or even a howitzer. For instance, the 7.6-cm. *minenwerfer* which weighed 312 pounds was less than an eighth of the weight of a field gun of the same calibre and still had a range of 1,400 yards. The 24.5-cm. heavy *minenwerfer*, however, was a much more solid affair which weighed 1,963



Minenwerfer -
light model (76 mm)

pounds and needed twenty-one men to bring it into action. Yet it fired a shell of the same size as that of a heavy gun which was relatively immobile and extremely difficult to conceal. These German mortars were rifled, muzzle-loading and had recoil mechanism, and they could be easily moved by road or across firm ground on the two wheels which fitted on to either side of the



Minenwerfer on flat trajectory carriage

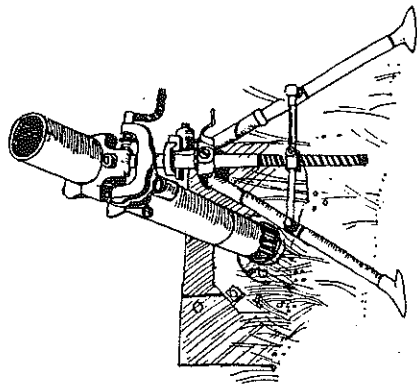
base plate. Early in 1917, the light *minenwerfer* (7.6-cm. calibre) was modified and a broad, concave spade added to the base plate so that it could fire with a flat trajectory like a field gun off the ground (elevation from 0° to 38°) or in a mobile role with the wheels on (elevation from 8° to 54°).

THE STOKES MORTAR

By midsummer 1915, the Allies were critically short of gun ammunition so when quantities of trench mortars were needed urgently it was very important that the type adopted, as well as the necessary ammunition, should be capable of speedy manufacture by firms not already fully committed to armament supply. A single, daring invention, at first considered impracticable and

Total War and Stalemate

even dangerous, turned out to be one of the outstanding successes of the war. This was the Stokes Light Mortar. The prototype consisted simply of a steel tube; the sealed end contained the firing pin and rested on a base plate dug into the ground at an angle; the fore-end was supported on a light bipod frame with an elevating screw. The bomb, weighing fifteen pounds, fitted the barrel loosely and had an ordinary 12-bore sporting cartridge slipped into its base. When the bomb

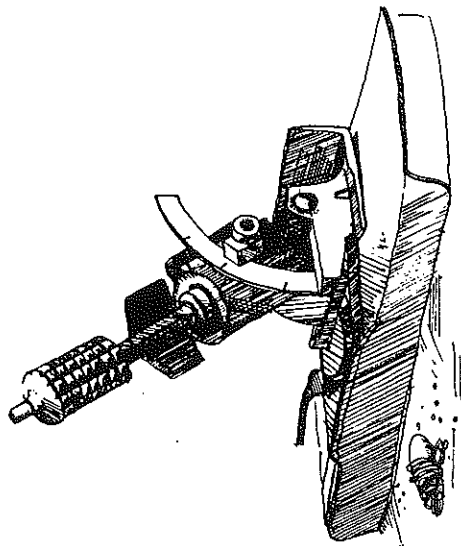


Stokes Mortar (3 inch)

was dropped down the barrel, the cartridge was exploded by the spike at the bottom of the barrel and the whole projectile hurled to a range of up to 350 yards. The bursting fuse on the bomb was initially ignited by the explosion of the cartridge. The range was adjusted by using a clinometer to set the barrel at different angles. This original model was rejected as unsafe by military experts but fortunately Lloyd George, the British Prime Minister, saw it demonstrated and promptly ordered 1,000 to be manufactured and urgent experimental work to start on an improved fuse for the bomb. By September, an order had been placed for an initial supply of 100,000 of the new type of bombs. The Stokes mortar was so simple in design that it could be turned out by almost any small engineering firm. It was also easy to operate and a well-trained crew

Total War and Stalemate

could load so rapidly that no less than fifteen bombs could be seen in the air before the first one struck the target. The 3-inch Stokes mortar firing high explosive eventually became a standard infantry weapon for the Allies and the 4-inch model was extensively used for gas warfare, as the bomb held four times as much liquid gas as a 6-inch howitzer shell. Improvements included the use of cordite propellant charges to increase the range to 1,600 yards and an 'anvil' type exploder in the base of the bomb, as it was found the fixed firing pin quickly wore out. Finally, an 'all ways' percussion fuse was produced which exploded the bomb whichever way it fell the instant it struck the ground. As the bomb flew through the air, a tiny safety bar was pulled out by a spring-loaded tape so that on impact a lead ball and striker fired the flash powder, which connected to an instantaneous fuse. The popularity of the Stokes mortars was such that in February, 1916, a further order for 2,400 of the 3-inch mortars and ammunition at the rate of 176,000 rounds a week was given. By the end of the war, nearly 12 million rounds of standard 3-inch bombs had been supplied by the 'little firms' dotted all over the British Isles.



German grenade thrower used in trench warfare



21 The Western Front, 1916-17



60 The Ypres Salient: Pack mules pass a destroyed artillery limber near St Jean, 31 July 1917.

61 Stretcher bearers carry a wounded man back to the rear, Boesinghe, August 1917.



EXCERPTS FROM
"A HISTORY OF THE BLACK WATCH (ROYAL HIGHLANDERS)
IN THE GREAT WAR, 1914-1918"

by
Major General A. G. Wauchope CB

1926

Volume I, "Regulars"
Pages 81-85 and 96-99

(Lt. B. G. Valentine is mentioned on pages 84 and 99.)

which took over part of the new front on the 17th, was raided before it had been more than a few hours in the line. At 4.15 a.m. on the 18th, two parties, estimated at thirty or forty each, attacked the right platoon of C company; the locality contained four section posts, widely dispersed, not formidably wired, and forming a salient to the rest of the line. One party was driven off by Lewis-gun fire, but the other, coming in from the rear, surprised a section post while it was engaged with the frontal attack, and took four of the seven men prisoners. One of these men, however, knocked down with his steel helmet the German soldier who was acting as his escort, and rejoined the Battalion before dawn.

On the 20th the Divisional front was again raided; and nightly at this time hostile shelling cut all forward telephone lines, so that linesmen and runners of the Battalion were working in the open. Their qualities highly impressed several American officers who were attached to the Battalion for a short experience in the front line.

Between the 22nd and the 25th of March the Battalion was in billets in the canal bank, and from the 25th to the 29th in support near Langemarck, continually wiring and strengthening the defences of its area. On the 29th it went up again to its last sector. The casualties for the month of March had been light—9 killed, 23 wounded, 3 missing—when the steady increase of artillery fire is considered; many casualties had been avoided by the system of wide extensions and greater depth, a system however which left the posts in the line open to such losses as had occurred on the 18th.

APRIL, 1918, TO THE ARMISTICE

I.—*The Defence of Givenchy*

WHILE the 1st Division was holding the northernmost part of the Ypres Salient, the storm had broken in the south, where the Fifth Army was now bearing the shock of the main German offensive. Corps and Army Reserves were entrained to this area, and by the beginning of April the Second Army front was so thinly held that it could not have stood out against a determined attack. The policy of the Allied Command was to withdraw, if necessary, from the Ypres Salient to a shorter front, but to yield no ground voluntarily.

As the offensive in the south was gradually held, it became more important than ever to persist in identifying the enemy opposite the Battalion, and B company, under Captain Dennis Cooke, was hurriedly called to organize a raid. Opposite the company front was a concrete machine-gun post, known as Gravel Farm, and here the enemy might confidently be counted on to be found at home. The approaches had already been reconnoitred; but it was a difficult objective, since both wire and concrete were undamaged. With the help of an artillery barrage Lieut. Higginbotham and twenty men of B company forced their way through the wire on the night of April 1st; but as had happened before, the enemy fired until he had caused a few casualties in the raiding party, and then escaped in the darkness. On the next night the Battalion was relieved by the Loyal North Lancashire Regiment, and went back to the canal bank for a few days of training.

But the 1st Division was now being relieved by two much reduced divisions from the battle front, the 30th and 36th. On April 7th the Battalion moved to Elverdinghe Château, a building which had miraculously stood unharmed through three years of war, though within easy artillery range from the German position; local gossip said that the building belonged to an Austrian, or that the enemy were sparing it to be a headquarters in a future advance. However, the Château had been accidentally burnt down this winter, and its old walls no longer offered hospitality. On the 8th the Battalion moved to Peselhoek, where it entrained for Chocques; the destination was reached at 10 p.m., and by 4 a.m. all were settled in billets at Lapugnoy, a village about four miles west of Béthune, in the I Corps and First Army area.

Almost at the same hour the enemy attacked the front of the Portuguese Corps between Béthune and Armentières, a not un-

I.—G

THE FIRST BATTALION THE BLACK WATCH

expected movement. In consequence the Battalion was at half an hour's notice to move, until the afternoon, when the situation became clear, and the gallant resistance of the 55th Division was known to be holding the enemy east of Bethune. On the 10th the battle continued, the sound of gunfire to the north moving slowly westwards, and proving that the enemy was gaining ground in the neighbourhood of St. Venant.

While officers of The Black Watch were reconnoitring forward positions, the Battalion moved by bus to Vaudricourt on the 11th, and on the 12th marched into billets in Beuvry. The roads to the south of Béthune were being heavily shelled by the enemy, and the Battalion, which had so often stayed in the village when in reserve to the Givenchy and Cuinchy fronts, in 1915, now marched into their old billets round the Square, but were soon driven by shell fire into the cellars, the contents of which were very varied. One well-remembered cellar contained old vintage wines of every description, but, alas! the Provost-Marshal issued a stern decree that not even vintage wines were to be spared. Thus it became the painful duty of B company to shatter bottle after bottle of priceless wine, until the garden literally flowed with it. The shelling continued for some days; but thanks to the strength of the cellars there were few casualties.

Most of the civilians had fled by this time, and none remained a day or two later. One dear old lady, in leaving, bewailed her pig to Battalion Headquarters, saying, "she would sooner they ate it than the Germans." Her wish, of course, was gratified; but she took the feminine privilege of changing her mind, though too late, and sent in a bill for the full value of her pet.

On the night of April 16th the Battalion moved forward to the line in Givenchy, relieving the 4th Loyal North Lancashire Regiment, 55th Division. In this new sector, the 1st Loyal North Lancashire Regiment held the front line on the right, as far as the La Bassée Canal, and the Camerons remained in reserve; Brigade Headquarters were at Le Preol. Another attack was expected on the 18th, and all three Brigades of the 1st Division were in the line, the 2nd Brigade to the south of the canal, and the 3rd Brigade to the north of the 1st Brigade, their line bending back westwards from Festubert, in the direction of Le Touret. It may be as well to describe the Givenchy position in greater detail, as the events of the next few days in this area were of importance to the whole First Army and of enduring memory to The Black Watch.

From the canal, on the right, the line ran due north for about 500 yards, and was held by A company, under Captain Sinclair; this company directly covered the approaches to Givenchy

IN THE TRENCHES, GIVENCHY, APRIL, 1918

Church and Keep. From sap K (inclusive), C company, under Captain Arbuthnott, held another 500 yards of line, which ran almost south-west, and so formed a salient with the line of A company. On the left, D company, commanded by Captain Robertson, had two platoons in some old disused trenches between C company and Le Plantin Village; Lieutenant Balmain and Sergeant J. Robertson commanded these platoons, which faced north-east. The remaining two platoons, under Lieutenants Stewart and Jacobs, were in Grenadier Trench, immediately east of the Le Plantin-Festubert road, and faced due east. Thus D company was spread over a front of 600 yards, and had no reserve.

B company garrisoned three strong points behind the line; Company Headquarters and two platoons were in Givenchy Keep, one platoon was in Moat Farm, and one in Herts Keep. South Moor House, which had been the Headquarters of Colonel Stewart in the winter of 1914-15, was once again the Headquarters of the Battalion.

At first sight the defences appeared much as when the Battalion left them in 1915; in reality they had been greatly strengthened. The little hill, which since 1914 had given such high tactical importance to Givenchy, had been tunnelled from an entrance in the slope facing Moat Farm to an exit in the front line. Half-way along the tunnel was another exit, which was used as Headquarters of C company. Both A and C company Headquarters, and half of these two companies, were accommodated in the long tunnel. Such a distribution was known to be risky, since in similar tunnels on the Somme front the Battalion had taken large numbers of German prisoners before they had been able to climb to the surface after a bombardment. And yet it was certain that a sufficient concentration of artillery could soon make the high ground untenable for men in open trenches. The risk had been accepted before, and in the attack on the foggy 9th of April the tunnels had fully justified their construction.

Since 1915 there had been continuous activity in mining, and the result was a line of craters of all sizes, which filled the narrow No Man's Land. From the British line T-heads ran forward fifty yards to the lip of the craters, and small posts looked across to where similar enemy posts were facing them on the opposite lip. Somewhere underground between the British line and the craters ran a deep gallery and an intricate system of defensive mines, but the details of this system were unknown to regimental officers. There was an excellent system of buried cable, which held good throughout the fighting. In rear, trench lines had given way to fortified posts, from which the garrison (B company) could not be moved without reference to higher authority. These small

defended localities, a short distance behind the front line, had been proved by both sides to be the most effective organization by which limited numbers could hold up an advance, until the situation could be understood, and the necessary counter-attack organized and launched.

To sum up briefly, the position was in many ways stronger than before, but contained elements of weakness; there was no battalion reserve, owing to the width of front to be held; the northern part of the line had only been in existence for a week, and was not yet strongly wired; and there was the danger that the company reserves, resting in the tunnel, might be caught before they could come above ground.

The relief on the night of the 16th of April was highly complicated, and it was late before the Battalion had completed the taking over; none the less, some useful work was done in strengthening the wire on D company's front. At 10 a.m. on the 17th the enemy began a slow bombardment of the Keep system with shells of a very large calibre. By 1 a.m. on the 18th, the day of the expected assault, the bombardment had become intense. It ceased at 5 a.m., but not for long; between six and eight it grew heavier, until at 8.10 a.m. the enemy could be seen advancing in the plain to the north of Givenchy.

The telephone operator at C company Headquarters sent through a message that the enemy had secured the central exit of the tunnel, and Battalion Headquarters manned their battle positions, with the barrage still coming down. By half-past eight it was clear that the enemy had penetrated the positions of A and C companies, and that the greater portion of the two companies in the tunnel had been cut off. Meanwhile, the Keep, Moat Farm, and D company on the low ground, were all resisting stoutly. Only one or two of the enemy penetrated as far as Battalion Headquarters, where Lieutenant Valentine, the Lewis-gun officer, was firing a captured German machine gun, one of several that were captured on the 9th, and that were used with good effect on this day.

It is hard to unravel the details of any fiercely contested fight, and this account does not pretend to do justice to all who took part in the day's fighting; a few names are mentioned, in the hope that they illustrate the undoubted courage of the remainder. It is doubtful if anyone remained alive in the outpost positions of A and C companies, which were destroyed beyond recognition; the bombardment had been as intense as any known on the Western Front, and if a few had survived, they could not have made an effective resistance. The light trench mortars and machine guns were buried by the bombardment, and their teams destroyed. Captain Sinclair and a small band of devoted

followers waited on the tunnel stairway that faced the front line; they must have come out to meet the attack, in spite of the shell fire concentrated on their only exit, and were overcome by superior numbers at close quarters. Two days later their bodies were found by the exit, where they fell.

The remainder of A company, under Lieutenant J. C. Stephen, were cut off underground, and in darkness; the pumps had been destroyed in the bombardment, and water began to pour into the tunnel. In such surroundings they stood against bombing attacks until 11 a.m., when the repeated threat of a flame projector induced them to surrender. It is certain that their resistance played a part in the enemy's failure to penetrate further into the Brigade area.

C company had fared no better; one platoon, No. 11, had mistaken a pause in the barrage for the final lift, and had rushed out to their battle positions, only to be driven in with casualties by a new burst of fire. Captain Arbuthnott was already lying wounded in the Company Headquarters; of the four Lewis guns in the forward posts, three were destroyed. The remaining gun was overrun by the first rush of the enemy, which brought them without a check as far as the tunnel exit. Here, in the cramped space of a narrow winding iron stair, the reserves were being brought to the surface; the wounded from the outposts were crawling in to their only hope of safety; and the congestion that resulted allowed the enemy to capture the exit, the exact position of which was well known to them.

With two of the tunnel mouths in his possession, the enemy swept on against the rear defences. The third exit ran horizontally out of the hillside, and its garrison were able to take up their positions in time. Here was No. 12 platoon, under Lieutenant Stewart Smith, who had just been joined by a hurriedly improvised "No. 17 platoon" of Lieutenant MacKay and 20 men from the "nucleus"¹ left at Brigade Headquarters. They were helped, no doubt, by the resistance at the other exits, but they, too, were overcome after a gallant fight. Before the reinforcements could come back from the other end of the tunnel, Lieutenant MacKay was wounded, Lieutenant Stewart Smith had been wounded three times, and the exit was captured. The enemy attempted to enter the tunnel at this point, but the men of The Black Watch, together with a small party of Royal Engineers, whose officer was severely wounded, drove them out again. A and C companies had sacrificed themselves, but not in vain.

In the Keep two platoons of B company, under Captain

¹ Since 1916 units going into action had left behind a proportion of officers and other ranks, so that if any unit were destroyed a "nucleus" might begin at once the task of reorganization and assimilating reinforcements.

THE FIRST BATTALION THE BLACK WATCH

At 5 p.m. a further advance was ordered; but the French, on the right of the Division, had not been able to keep up with the advance, and in consequence the right was enflayed by German machine guns and could make no progress. But the attack was continued at 8 a.m. on the 30th, and while the 3rd Brigade captured Talana Hill on the right, the 1st Brigade cleared all the ground south of the canal, crossed it, and joined up with the remainder of the Corps between Le Tronquoy and Levergies; Battalion Headquarters was now established in the southern end of the tunnel through which the canal passes.

The German Infantry, in contrast to their behaviour on the previous day, made but the feeblest resistance, and during the night many of them attempted to surrender, but were unable to pass our standing barrage. A feature of the battle which deserves not to be forgotten, was the assistance which the Battalion received from a battery of field artillery, who had captured a number of German machine guns. Enthusiastic but inexperienced, the gunners followed the advance, firing these machine guns furiously, until every man in the front line was glad to lie down and take cover.

A few days were spent, and enjoyed, in Brigade Reserve. Then, on the night of October 3rd, the Battalion had the unusual experience of taking over the line from the Loyal North Lancashire Regiment, making a few alterations in the shape of the line, and being relieved by two regiments of Chasseurs Alpins, all in a few hours. The 6th Division now carried on the advance, and the 1st Division moved back to rest. At Vermand, on the 7th, the Battalion was addressed by Major General E. P. Strickland, commanding the 1st Division, and complimented on its success during the recent fighting.

On October 16th the Battalion moved eastwards to Bohain, a town which had been in German hands from the beginning of the war; here the repatriated country people could be seen coming back to their homes, trundling their few remaining goods in wheelbarrows or on carts; the old "lines" and "areas" which the Battalion knew so well had now been left behind, and the feeling that the last days of the war were in sight grew steadily in everyone's mind.

On the following night the Battalion assembled in the orchards of Becquigny, and at dawn on the 18th moved forward in a very dense fog to a rendezvous south of Vaux Andigny. The attack made on this day had two objectives: the first the capture of the La Vallée Mulâtre, a village about a mile to the east; then, after reorganizing, the Brigade was under orders to advance and take Wassigny, a further two miles eastwards. The Battalion was in reserve for this attack; but from the outset the denseness of the

CAPTURE OF WASSIGNY, OCTOBER 19TH, 1918

fog caused the leading waves to pass, unnoticed, a good many machine-gun posts, and the Battalion was at once involved in the fighting. The progress was slow, and by the end of the day the first objective, La Vallée Mulâtre, had not been taken.

Little can be said about the fighting, which was of the most confused character; it showed, however, the need for constant training in marching by compass, and for working out compass bearings before the start of an attack. The type of country was beginning to change, and more hedges and wire were met with; this necessitated keeping to the roads, but on these, machine guns had been trained with deadly accuracy; every few minutes hedges were passed in which long gaps had been cut away by a stream of bullets, and the A echelon of transport often found itself under heavy indirect fire.

3.—*The Capture of Wassigny*

At a late hour on the 18th orders came through for an attack on Wassigny, the town where Sir Douglas Haig first established his Headquarters in 1914. Zero was postponed until several hours after daylight, so that the ground might be examined; but even with this allowance of time, it was only possible to issue verbal orders, and any success achieved was due to the quick appreciation shown by the officers, all of whom had experience of previous fighting in France. The town was attacked from the north-west, along its longest axis, a mile in depth; three companies were in the line: D on the right, B in the centre, A on the left and C in support. The advance from Angin Farm was covered by smoke, and since the leading troops never for a moment fell behind the barrage, the advance was completely successful, and the southern part of La Vallée Mulâtre, with the town of Wassigny, were occupied by The Black Watch. On the right, the French carried out a parallel operation, but did not join hands at Blocus d'en Bas till a late hour that night.

In the two days' fighting the Battalion captured 20 officers and 300 other ranks; and lost 3 officers (Lieutenant Jalland, Second Lieutenants Smith and Gyle) and 12 other ranks killed, 9 other ranks missing, and 4 officers (Captains Burton and Marshall, Second Lieutenants Wilson and Fyall) and 79 other ranks wounded. But the German moral was falling daily, and the number of prisoners had no longer the same relation to closeness of fighting as in earlier days. To give an example, 5 officers and 72 men surrendered to one of the Battalion Lewis gunners after he had fired a drum of ammunition down the steps of a dug-out.

All night long loud explosions were heard, and it was evident that the enemy was withdrawing to the east of the Oise-Sambre Canal. On the 19th the advance was resumed, and the Battalion

was allotted the task of capturing Arrouaise Farm, a mile to the east of Wassigny. At Zero Lieutenant Christied led his platoon forward; but they had not gone far when the barrage came down—behind, and not in front of them. There was nothing to be done but to make straight for the farm, which by good luck had been evacuated; and here they took shelter in the buildings while the barrage passed over them. The whole line of battle kept decreasing in length as the Belgian frontier was approached, and one Division after another was "pinched out"; this now happened to the 1st Brigade, and the Battalion returned to rest at Wassigny.

The officers had planned to celebrate the capture of Wassigny by marching the pipe band through the streets, but a stray, solitary gas shell fell on the billet occupied by Battalion Headquarters, and put so many pipers, runners, and scouts out of action that this and other projects were crippled. Four miles to the east lay the village of Boué, where the Battalion had first taken its place in the field with the Expeditionary Force in 1914; and for sentimental reasons everyone was anxious to pay it a second visit, and rid it of its German garrison. But the French took over more of the line, and the whole of the 1st Division was "pinched out." Very shortly, however, the 1st Division was posted to another part of the front, and from the 23rd to the 27th the Battalion held the line opposite to Catillon, about five miles further north.

By the beginning of November it was evident that the German campaign on the Western Front was doomed; Bulgaria and Turkey had already surrendered their forces, and Austria was on the point of yielding. The only hope that remained to the enemy was to make such a retirement as they had made in 1917, and bring the Allied forces to a check, perhaps on the very frontiers of Germany. Bearing this in mind the Commander-in-Chief decided to put even greater pressure on the German retreat, and the Fourth Army was instructed to force the Oise-Sambre Canal. For the 1st Black Watch, this action was the last contact with the enemy in the Great War.

On November 3rd the Battalion marched from La Vallée Mulâtre to assemble positions at La Louvière Farm, a little to the south of Catillon; at dawn on the next day the canal was to be crossed by the 1st and 2nd Brigades, and a deep bridge-head secured. Within the 1st Brigade, the Cameron Highlanders and the Loyal North Lancashire Regiment were detailed to make the crossing, and The Black Watch by leap-frogging through these two battalions, from support, was ordered to take the final objective for the day, some three miles beyond the canal.

The canal was a formidable obstacle, 70 feet from bank to bank, and the bridges were either destroyed or mined. For their crossing, therefore, the 1st Brigade took forward steel bridges,

carried on German steel floats that had been salvaged from a dump, and each fitted with a ladder for the scaling of the further bank. At 5.45 a.m. on the 4th of November, the 1st Brigade advanced towards the canal; and being protected by a heavy barrage were not heavily opposed. The Camerons and the Loyal North Lancashire Regiment had arranged to compete in a race across, in which the Camerons won by half a minute, in the very good time of six minutes. The enemy barrage was slow in coming down and fell behind, so that by 8 a.m. the leading battalions were able to secure the first objective, a temporary bridge-head.

The Loyal North Lancashire Regiment now fell back into support, and the Camerons on the right, and The Black Watch on the left, advanced in line. Across the canal, it was a country of thick orchards and high hedges, amongst which direction might easily have been lost; but the attack had been planned after a careful study of aeroplane photographs, and even at first sight the ground seemed strikingly familiar to the officers.

Large and complicated though the Fourth Army operations were, they went with the accuracy of clockwork. The Battalion was only once seriously held up, and very quickly a patrol of six aeroplanes came to its assistance and bombed a German post out of existence. D company met with some resistance at Grand Galop and Petit Galop farms; but the men pressed steadily forward, and the enemy attempted to break away. Thirty prisoners were captured, of whom 1 officer and 10 men wore the Iron Cross. At Mézières the left company of the Battalion had to fight its way into the village, which it finally captured, with 50 prisoners. Touch was established with the 32nd Division on the left, and the final objective was thus completely gained.

The fighting proved that the German troops were more than ever dispirited, badly fed, and badly clothed; and as their efficiency had decreased, that of the British army had risen. With the loss of three officers, Lieutenants Valentine and Wilson, Second Lieutenant Grant, 26 other ranks wounded, and 4 men killed, the Battalion had captured 5 officers, 128 other ranks, 5 field guns and 11 artillery horses, and had driven the enemy back 3000 yards.

In the evening the Battalion was relieved, and withdrew to Mazinghien; thence it marched to La Vallée Mulâtre on the 5th, and to Fresnoy-le-Grand on the 6th. The Army kept on advancing, and life in billets was uneventful until, on the morning of the 11th, the news came that the armistice had been signed. Very rightly General Strickland warned all ranks that cessation of hostilities did not necessarily mean peace. But when the news was received, there were few signs of any great outward rejoicing, such as were shown in cities at home; men's senses were, in some ways, dulled by the strain of marching, working, fighting

LEWIS MACHINE-GUN



The Lewis was one of the world's first light machine-guns and among the most successful, playing a prominent role on land and in the air during the First World War. Appearing in 1911, it was wholly American in origin, being invented by Samuel Maclean, the noted weapons designer, and developed further by Colonel Isaac Lewis. The American military authorities were unimpressed by the weapon and production began in Europe, first in Belgium, and then in Britain, where the Birmingham Small Arms Company obtained the manufacturing rights.

A distinctive feature of this gas-operated gun, which could fire 450–500 rounds per minute, was its flat pan-shape magazine. Mounted above the barrel, it held either 47 or 97 rounds of .303-inch ammunition,

A versatile, American-designed light machine-gun, the Lewis was used on the ground (as an assault weapon) and in the air (as an observer's gun)

arranged like the spokes of a wheel. The Lewis could also be recognised immediately by its large steel air-cooling jacket, which enclosed the barrel; air was forced in through a rear opening and along a finned aluminium radiator. A bipod supported the barrel, which was just over 26 inches long. Its main weaknesses were the complicated operating system and the fact that it was relatively heavy (26lb) for a portable weapon. However, compared with the **Vickers machine-gun**, it was easy and quick to manufacture and was the first light automatic weapon to be used on a large scale.



1911

Sgt. George Dobson

5th West Yorkshire Rgt.

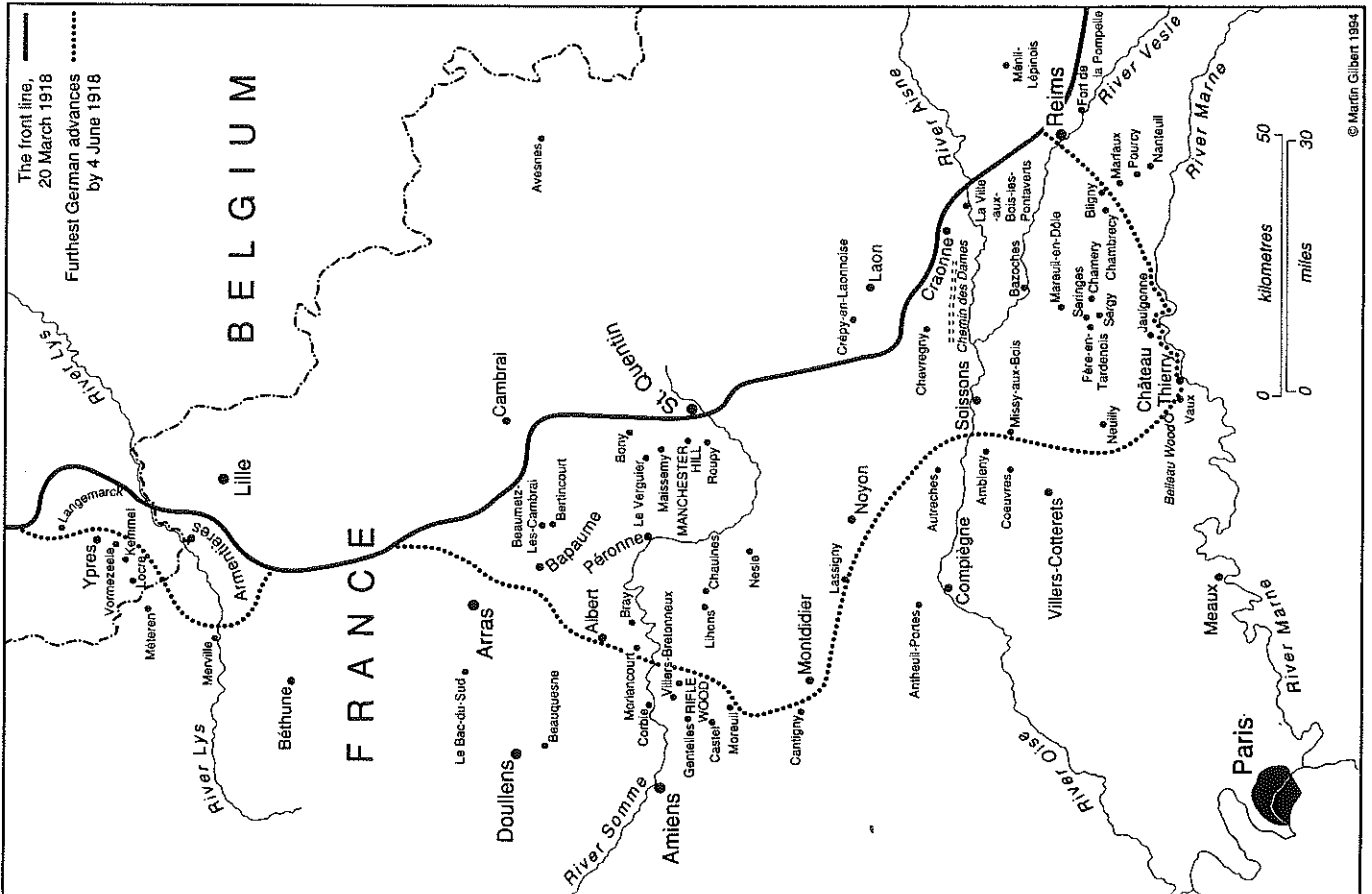
Copy of memorial plaque in the Black Watch Museum in the Balhousie Castle, Perth.

Acc. 3921

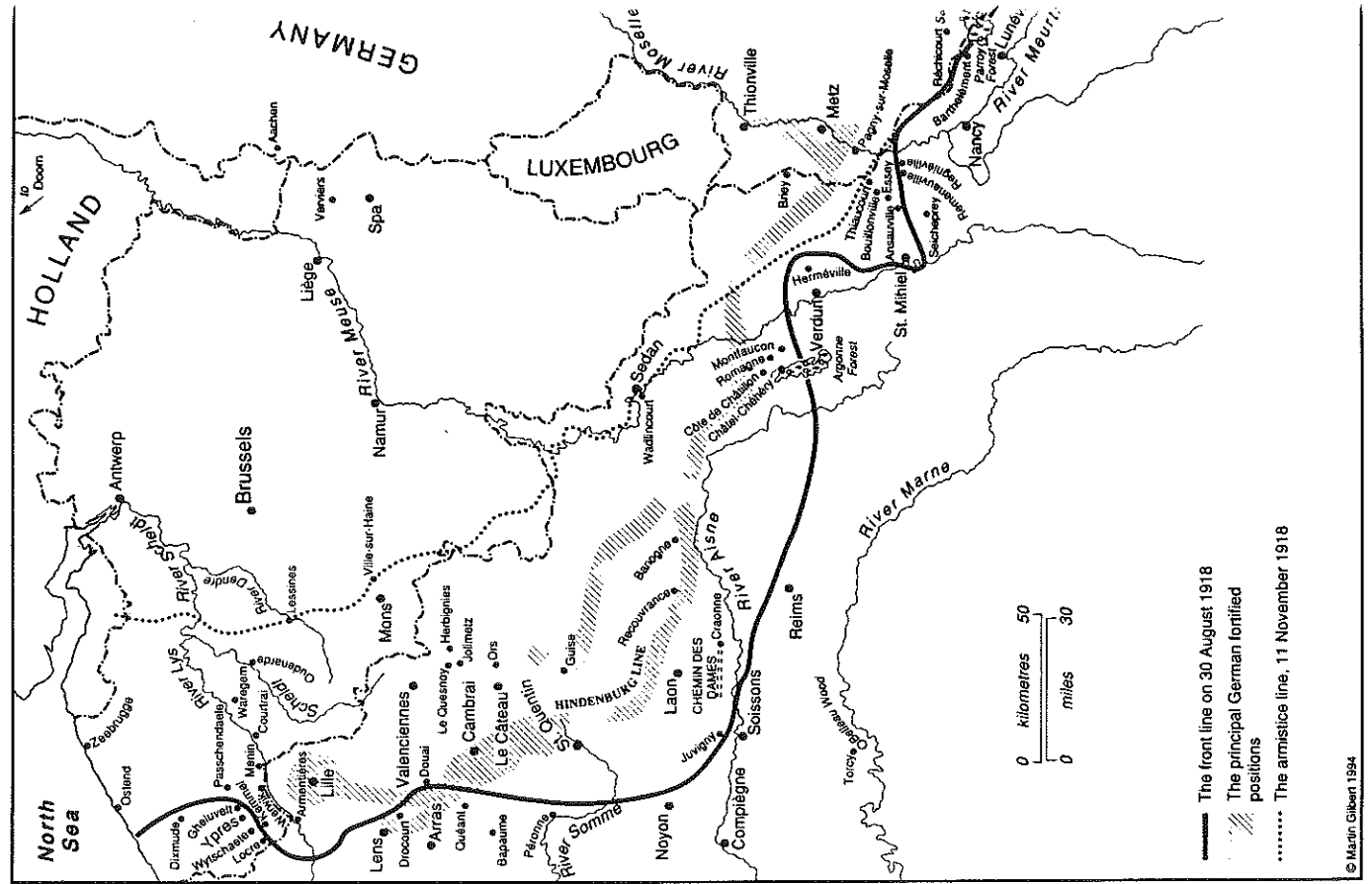
This brass tobacco jar, made from the casings of 18 Pounder Shell bears the B.W. badge on the front and the West Yorks badge on the reverse. It is a memento of Lieutenant George Dobson, 5th Battalion The Black Watch, previously of the West Yorkshire Regiment, who was killed in action at FESTUBERT on 18th April 1918 only a fortnight after his marriage to Miss Rachel Helen Valentine. The donor was given the jar by Captain B Gordon Valentine MC who served during the 1914/18 war first with the Dundee Fortress Company of the Royal Engineers and then with the 4/5th Bn The Black Watch. Captain Valentine emigrated to the U.S.A. soon after the 1914/18 war and now lives at 2521 Constitution Boulevard, Sarasota, Florida 33581.

He and his wife visited Balhousie Castle in July 1972.

Donated by Major I A G Gillies, Gavarnie, DUNKELD



2.5 The Western Front, 1918



2.6 The Western Front, the last three months

Wishing You
A
HAPPY
NEW
YEAR



FROM:-
1st Bⁿ The Black Watch

B.E.F.

1917.



W10266—RP3971 10,000 3/19 HWV(P1344) H2321

D5A

Any further communications on this
subject should be addressed to—
The Secretary,
War Office,
London,
S.W.1,
and the following number quoted.

WAR OFFICE,
LONDON,
S.W.1.

9/42/4281 M.S.4. (T.)

25 APR 1917

Sir,

I am commanded by the Army Council to inform you
that in consequence of the demobilisation of the Army you
have been disembodied as from the 21 March 1917
inclusive.

You will receive a further notification of any gratuity
to which you may be entitled.

You should report any change of permanent address
to the:—

Secretary War Office
Whitehall Sw

I am also to take this opportunity of conveying the thanks
of the Army Council for your services to the Country during
the late war, and for the excellent work you have done.

I am,

Sir,

Your obedient Servant,

Lieut B. S. Valentine M.C.
(4 Black Watch)
Andbeg
Dumdee

R. W. Wade

Firearms Form 7.

FIREARMS ACT, 1920.

(10 & 11 GEO. V., c. 43, s. 13 (2).)

Intimation of dispensation with Firearm Certificate in respect of possession of

FIREARMS AS TROPHIES.

This is to signify that a Firearm Certificate can be dispensed with as regards the possession, by _____

B. G. Valentine. (Name)

of Ardbeg St. Logic Street, Dundee. (Address),

as trophies of the European. (War),
of Firearms as follows:—

1. Smith & Wesson .45 Revolver No. 25271.

1. German Mauser Pistol. No. 6769.

Hoar (Name)

Chief Constable. (Rank)

Date 27.1.21. Dundee City (Police)

Firearms possessed as trophies may not be used or carried and no ammunition for them may be purchased. Breach of this provision renders liable to fine and imprisonment.

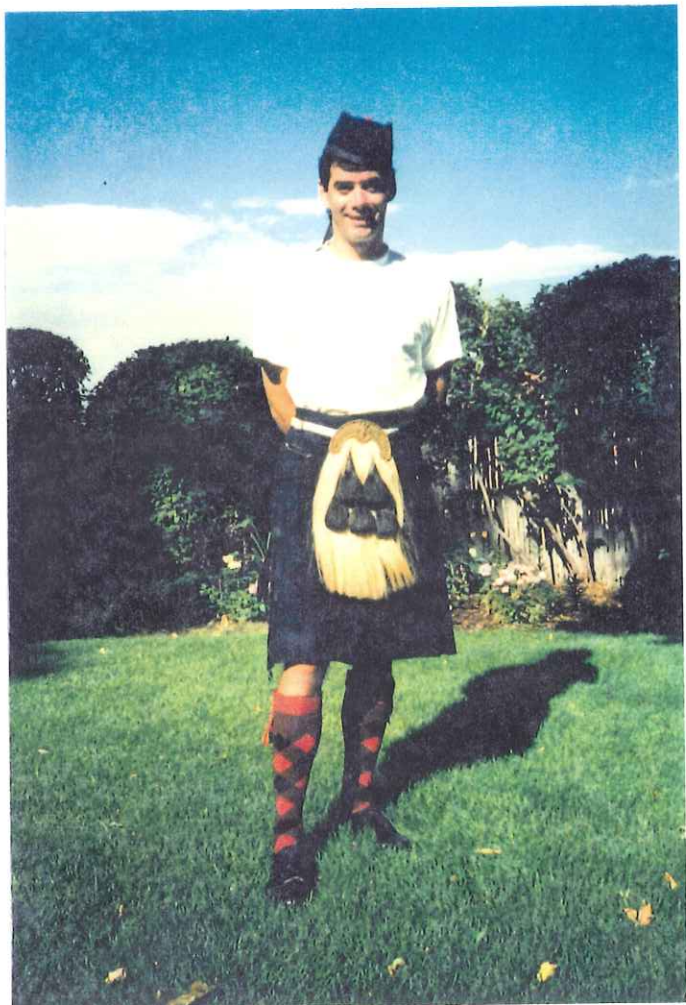
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1920. Price 6d. Net per 25 forms.

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Bertram Gordon Valentine
Motorcyclist



Bruce Gordon Valentine
in his
Grandfather's Black Watch
kilt, sporran, and cap

**Nos Universitatis Sancti Andreae apud Scotos Vice Cancellarius,
Collegiorum Praefecti, Facultatum Decani, ceterique Professorum ordines,**

*Omnius hanc chartam videntibus notum esse volumus nos ingenium et honestum adolescentem
Bertram Gordon Valentine quippe quem in Arte Ingentioria
spectatum probatumque esse experti cognovissemus, ad Baccalaureatum Scientiae pervenisse;
in cuius rei testimonium hasce litteras singulorum chirographis et communi
Amae Matris sigillo munitas dedimus. Andreephodi Decimo quarto die mensis Octobris A.D. MC MXXI*

*In Examinations Graecis Examinatoribus
satis fecit Bertram Gordon Valentine
in Math., Nat. Phil., Chem., Phys.*

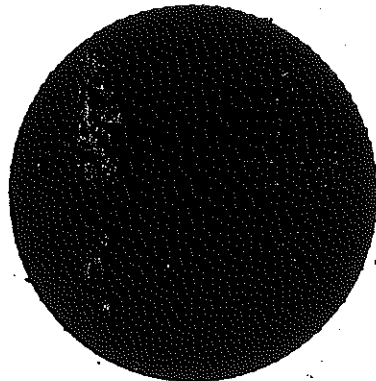
*In Examinations Graecis Examinatoribus
satis fecit in Nat. Phil., Ling. & Mech.*

B. J. Irvine, Facultatis Decanus

*Jacobus Jarvis LL.D., F.R.S. Vice Cancellarius
et Praefectus*

B. J. Irvine, Facultatis Decanus

*Andrews Bennett, Senatus Academicus
Secretarius*



SEAL OF UNIVERSITY
(DID NOT REPRODUCE)

THE
Institution of Engineers & Shipbuilders
IN
SCOTLAND

Founded 1857.

Incorporated 1871.

*Established for the purpose of
promoting the advancement of science and practice in
Engineering and Shipbuilding.*

At a meeting held on 21st November, 1922,

Elected

Bertram Gordon Valentine B.Sc.

AS AN ASSOCIATE MEMBER.

*In testimony of which this Document is
Signed and Sealed this Twenty-eighth
day of November, 1922.*

Harold E. Sarron President

Edward H. Parker Secretary

APPENDIX D

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D-3	'Montrose Burgh Papers—References to Japp Family' from F. Scharlau, 1995.
D-4	'Montrose Burgh Court Claims, Series II 1724-1856' from F. Scharlau, 1995.
D-5/D-12	Book, <i>Montrose Trade, Past and Present—An Old-established Firm</i> and an excerpt from <i>The History of Montrose</i> by David Mitchell, 1866
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D-31&D-32	Excerpted pages 52-55, <i>The Volcano's Deadly Work</i> , Charles Morris, 1902.
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JAPP - WHENCE THE PATRONYMIC?

Ealing, London W., March 4, 1908.

Sir,-- When Julius Agricola invaded Scotland about the year 100 of the Christian era, he had in his army a subaltern whose name was Marcus Japus, whom he sent from his camp near Delvine to Stonehaven to make enquiries if the Roman Fleet had arrived there. The fleet was due to arrive in September, and Marcus Japus was expected to return, laden with frumentum, or forage of rye and oats, for the use of the troops.

Under the command of Marcus Japus was a cohort of 50 Roman soldiers clad in armour. In their journey to Stonehaven they passed through Alyth, and in a dark night were benighted. One of the soldiers spied a light, and made his way as best he could towards it. He found a small hut or shanty, which he entered, receiving food, shelter, and welcome. After this incident the Romans, old men say, named the place "Light," which it bore until within the last 250 years, when, by the flux of time, the word "Light" was converted into the more euphonious place name "Alyth," and was so entered in the County Records and the Presbytery of the bounds.

In the district of Montrose and Laurencekirk there are many families who bear the patronymic Japp. It is as certain as can be that their ancestor was Marcus Japus, sometimes spelt Japush, who accompanied Julius Agricola from the Tiber to Scotia, about the year 270 A.D. This is history, and is the reward of much research, and will, I hope, be interesting to your many readers as a study in patronomatology; vide also chronological chart compiled by the London "Times." I am, &c.,

V. D.

From the MONTROSE STANDARD AND ANGUS AND MEARNS REGISTER, March 6, 1908.

CES.

• Enclosure to Jane Gibson's letter
September 1996



The gravestone of Robert Japp and his two wives in the churchyard in Montrose.

The gravestone of Isabella Japp, wife of Alexander Napier, and of their two sons, James and Francis in the churchyard in Montrose.



Montrose Burgh Papers
References to Japp family.

- WA/3. (19) 1764 Receipt to various carters for work done, including David Japp.
- WA/8 (8) 1793 Account from James Japp for the sum of £8 13s 7½d for work on the council loft of the new parish church.
- WA/8 (143) 1793. Discharge from James Japp for the sum of £12 19s 2½d being payment for putting up 81 seats in the council loft, for nails, 19 hat hooks and 4 chairs at 18s each.
- WB/4 (1) 1880. Bond by Provost James Japp and George Myers, Town Clerk, as representatives of the local authority under the Road and Bridges (Scotland) Act 1878 for the sum of £3285.
- WA/3 (78) 1764. Account from various carters including John Japp for carting rubbish to repair the flesh market wynd.
- WB/2 (4) 1842 Receipt + declaration of right by the Trustees of the Independent Chapel, Balze Street, to the Magistrates of Montrose, including John Japp, cabinetmaker.
- WF/4 (4) 18 1719 Account from Patrick Japp amounting to £5 8s 3d for work on the Nether Mill.
- WA/2 (27c) 1765 Discharge by Robert Japp, Wright, for the amount due to him by the town.

MONTROSE BURGH COURT CLIAIS SERIES II 1724 - 1856

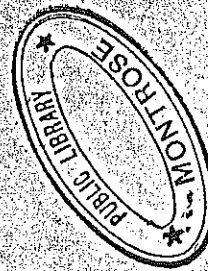
- 25/35 1821 Summons by John Brown, shipbuilder v. Joseph Taylor, shipmaster for money due by bill accepted by him along with James Japp, cabinetmaker & Alex Masterton, butcher
- 29/18 1824 Summons containing arrestment, James Japp v. Alex Strachan, blacksmith for money owed
- 44/17 1828 Summons of removing, James Japp v. Alex Croal, upholsterer to remove him from a room in a tenement in the east back street
- 46/48 1829 Summons, James Japp, cabinetmaker v. Lieutenant Alex Chalmers for £11.9/5d, the balance of an account for furnishings
- 47/13 1829 Summons of removing, Mary Wood ^(Widow) relict of John Fauns, tailor in Brechin, as liferenter; Catherine Fauns, wife of James Japp, cabinetmaker; Jean Fauns & Ann Fauns in Brechin; children of said Mary Wood & John Fauns; heritable proprietors of a tenement on the west side of Castlegate v. Will Brown, blacksmith or nailmaker to quit a house and smiddy in the said tenement
- 50/2 1830 Summons, James Japp v. Robert McGriger, Waiter to Alex Shand of Montrose Hotel £3.7/6½d, Will Bowman, cabinetmaker for £1.18/6½d for goods supplied
- 75/76 1844 Summons of constitution, Isobel Napier & Alex Napier v Alex Thomson, writer & John Milne, starch manufacturer trustees of the late James Japp for £16 owing
- 79/16 1847 Execution of providing, John & Francis Japp, cabinetmakers & upholsters v. Gregory Davidson, teacher for payment of £36 due
- 80/12 1848 Petition by Francis, James William & Francis Mitchell Japp that they let a house at 1 St. Peters Place to John Sherar Hutchison Bowman while he has changed part of into a class room damaging the property

4078
J.C.
MONTROSE

MONTROSE TRADE:

Past and Present.

AN OLD-ESTABLISHED
FIRM.



MONTROSE: PRINTED AT THE "STANDARD" OFFICE.

[Reprinted from *Montrose Standard of April 29, 1898.*]

MONTROSE TRADE: PAST AND PRESENT.

AN OLD-ESTABLISHED FIRM.

It is sometimes said by the stranger or by a few unenterprising residents that there is now "no trade in Montrose." Their favourite cry is "Ichabod," the glory is departed, although if they cared to look around they would see many evidences of a prosperity of which any place might be proud. It is to be seen in the number of old-established businesses in Montrose which still retain the custom of local and district residents, and which transact business with other parts of the country.

The recent retreat of Ex-Provost J. W. Japp from the firm of Messrs J. & F. Japp, cabinet-makers and upholsterers, Ballie Street, Montrose, makes (he present a fitting opportunity to refer to what is one of the oldest and most successful businesses in the district. For about a century and a half the business has been carried on in the same place by successive members of the Japp family, and under the able supervision of Messrs F. M. Japp and Frank Japp bids fair to continue its prosperous career for many years to come. In the early years of last century Mr John Japp was farmer at Little Mill. His son, Robert Japp, wright,

COMMENCED THE BUSINESS ABOUT 1750.

His knowledge of the practical work of a farm was

of great service to him in his trade, and he soon made a name for himself in the district as a capable workman. There is still in existence, as one of the family relics, an old iron borer used by this Robert



MR. F. M. JAPP.

Japp in the pump and water-pipe boring department of his business, the hollowing out of the wood of a tree for sinking into a well or for conveying water being a very important part of a wright's work. Several of those wooden water pipes were excavated a number of years ago while operations were going on at Williamson's Brewery, which stood immediately

behind the house in Panmure Terrace now occupied by Mr James Johnston. More need not be said of this than that the borer, as it now exists, is a silent testimony to the fact that the man who started the business made use of good strong serviceable tools. He died on 3rd September, 1807, aged 83, and was buried beside his forefathers in the Old Churchyard of Montrose. Seventeen years before his death, however, he had transferred the business, greatly increased and now embracing cabinet-making, &c., to his son, James Japp. James was a keen, shrewd man, as evidenced by the

ENTRIES IN THE FIRM'S BOOKS,

which, as far as is known, began to be kept about this time—1790. An examination of the first ledger reveals many curious entries relative to customs and occupations of a century ago in Montrose. These were the palmy days of handloom weaving, and many of the articles for the loom were required from the wright's and cabinetmaker's shop. Here, for instance, we find that Provost Glegg & Co. had a big account for bearers, spindles, pins, scutchers, pin wheels, &c., while an item of repair is thus noted: "To righting his drum and chuck furl and taking in his reel." A set of teeth was supplied for 6d. The thorough repair of a thread mill cost £1 2s, dressing twelve spindles or "spindles," 1s 6d: and three pair of lays for weavers' looms at 3s 9d each, 11s 3d. A considerable trade was done in

THE MAKING OF CLOCK CASES

for what are now termed grandfather clocks, several fine specimens of which are to be seen in the Messrs Japp's warehouse. John Mill was then a well-known clockmaker in Montrose, and several of his clocks, in cases supplied by the

Japp firm, are still going to this day. One of them is preserved in the Messrs Japp's warehouse as a family relic, having belonged to the founder of the firm. Those clock-cases generally ranged in value from £1 to £3. It is probably to the clockmaking business that the following curious entry refers:—"To altering the thing that makes the chimes of the hits, 3d." Many of the entries in the book refer to the inserting of "lozens," or lozenges, the small panes of glass which were necessarily used at that time because of what has been called the "tax upon light." The cost of a "lozen" was generally from 8d to 1s. An account to the town of Montrose has for one of its items: "To putting in four lozens of the shop below the hall, 3s 3d." If providing the means of admitting the natural light afforded plenty of work for the wright-glazier, so also did the provision of artificial light. The humbler classes had the "cruise" but the wealthier used the candle, and for the latter candlesticks and fittings were often required. The Magistrates of that day set their candles in the "Magistrates' loft" of the old Parish Church, as we find that two boards at 6d were required "for to support the candlesticks." In order to be exclusive the same parties paid 6s 4d "to fitting up a division between the Magistrates' loft and Robertson's seat." House cleaning as well as house furnishing was also evidently a part of the business, as we find that Bailie John Mill, Montrose, paid 3s 3d "to whitening your kitchen and back and side rooms, myself and man." If somewhat equivocal, the last reference shows at least that Mr James Japp had in him one of the secrets of a successful career—personal attention to business even in its

humblest aspects. It can be said of him that he firmly established the firm's connection over a wide area. It is interesting to observe that more than a hundred years ago the firm had—as it still retains—as its customers the greater number of

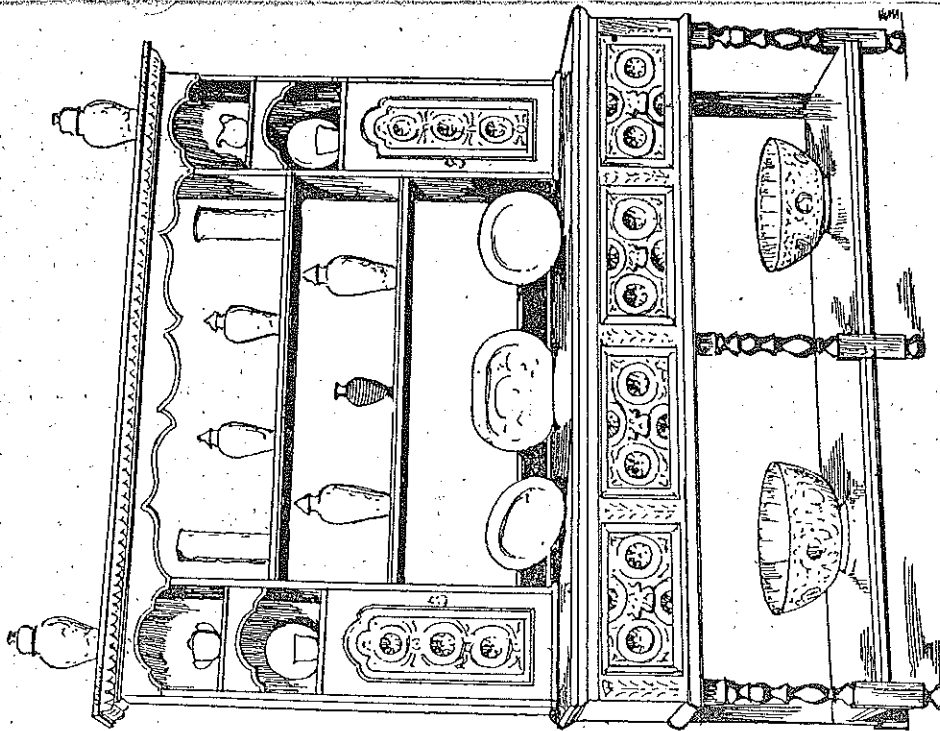
THE PRINCIPAL FAMILIES OF THE DISTRICT.

From 1790 to 1795 are found "settled" accounts—there seem to have been no bad debts in those days—to the Right Hon. the Earl of Northesk, Lord Adam Gordon, the Burn; Sir David Carnegie, Bart., Mr Patrick Chalmers of Aldbar; Lady Kennedy, Dum; Lady Banerman, Montrose; Mr George Carnegie of Charleton; Mrs Tallyour, late of Kirktonhill; Mr Patrick Cruickshanks of Strathbro; Mrs Ogilvie, Bromlie; Mrs Oughterlony, The Guyard; Mr Ritchieson, of Keithock; Mr Stuart, Newmanswells; Miss Straton, Kirkside; Mr Scott of Craggie; Mr William Henderson of Parkhill; Mr Thomas Durie of Whitefield; Mr Gibson, Marfie (Morphie); Captain Douglas Angus of Ferniebank; Mr Cruickshanks of Langley Park; &c. In Montrose itself during the same period the personages referred to may not be so well known, though they too occupied important positions. There are the names of Dr Cruickie, Dr Gibson, Dr James Young (who lived in Mooran House now occupied by the Mr F. M. Japp), Dr Wilson, Bailie John Milne, Bailie John Low, Bailie Lirie, Rev. Mr Cowie, Mr James Crawford, Mr James Mitchell, merchant; Mr William Bailie, shipmaster; Mr David Morrison; Messrs David Gardner & Co., Mr James Cowie, Mr Wm. Ross, merchant; Mr James Petrie, Mr George Hall, merchant; Mr John Low, merchant; Mr Robert Wills, wright (whose descendants are still

resident here); Mr William Baillie, writer; Mr George Clark Ogilvie, Mr Robert Cook, saddler; Mr John Brand, Mr Alex. Gardner, Mr William Watt, baker; Mr Alexander Smith, Mr James Mathieson, Mr A. Scott, Mr John Aitken, Mr John Allison, clockmaker; Mr Thomas Hill, session clerk; Mr Aroan Lightgow, schoolmaster; Mr James Paton, merchant; Mr Francis Robertson, Mr Donald Macpherson, butcher; Mr John Mitchell of Riga; Mr James Coupland Taylor, Mr Robert Bertie Taylor, Mr David Simson, Mr George Mackay, merchant; Mr John Greig, writer; Mr Nockell (Nicol), merchant; Mr John Watt, cabinet-maker; Mr William Ford, merchant; Messrs Hercules Tailleur & Co.; Mr John Cameron, wright; Mrs Robert Renney; Mr Robert Ouchterlony, Miss Mitchell, Miss Donaldson, Mr James Alexander, Mr James West, fisherman, Ferryden; Mr A. Scott, &c. From various places in Angus and Mearns—showing that the business was not a purely local one—we find the names of John Ferrier, parish of Egale (the old name of Edzell); Robert Stephen, Letham; Robert Mearns, Johnshaven; Charles Fullerton, Kinaber; Captain Card of the Brig Endeavour of Arbroath; Miss Smith of Ballmakellie; Mr Mitchell, Benholm; Mr Peter Tack, Brechin; Mr David Scott, Balwillie (Balwyllo); Mr John Mitchell, Maryton; Mrs Mill, Bonytoun (Bonnyton); John Brand, Laverstoun (Lauriston); Mr Durie, farmer, Arrismill; &c. There are some

INTERESTING ITEMS IN THOSE ACCOUNTS.

One of the servants of Lady Carnegie, for instance, had evidently arrived at that most important part of her life when her own house furnishing was made. She had journeyed to town and placed the order with



SKETCH OF A RESTORED WELSH DRESSER.

the Japp firm and was duly supplied with what was charged as "plenishing" for what was perhaps a "but and ben" cotter house. Beyond that little else is to be gathered from the account, but no doubt the reader is entitled to imply that there was a marriage and that the couple "lived happily ever afterwards." Here again is an account of 18s for a hobby-horse. That is suggestive. An account is paid by Lady Banerman for some handsome furniture. For such articles the mahogany and other fine woods were imported by sailing vessels, and it is significant as showing the extent of the business at the end of last century that the greater part of the cargo was generally consigned to the firm, Mr Japp afterwards supplying the "mahogine" to other wrights in Montrose, Brechin and other places as they might require it. Several references are made in the ledger to this importation of wood. We also find a few pages set apart as a time sheet and wages bill. It would appear that compared with nowadays the wages were very low, for one entry states that "Henry Japp, time being out 13th July, 1790, entered to work at 4s 6d a week." In 1797 the rate of wages was about 1s 6d a day for journeymen. Robert Reid for three weeks received £1 1s. There had evidently, however, been some sort of "truck system" at the same time for considerable quantities of meal, generally from "the north country," were got in from time to time, as shown in the book. One item is:—"Received four bolls of meal from the north country at 14s 4d per boll, out of which the milk woman got one. Three months credit. Paid." Another workman is found getting chairs and other articles—he too was possibly furnishing!—as part payment for his work. Post-

age in those days was considerably more than it is now, for Mr Robert Wills, wright, Montrose, is charged 4d as his share of a letter which had come from Newcastle.

MR JAMES JAPP RETIRED

from the business in 1830 after having conducted it with great success for forty years. It was carried on by his sons, John and Francis, under the firm name of J. & F. Japp. Mr James Japp died on 7th September, 1842, aged 79. The two sons, John & Francis, carried on the business till 1847, when they dissolved partnership, and Mr James William Japp and Mr Francis Mitchell Japp took their father's share of the business and carried it on with their uncle Francis (better known as Bailie Japp), under the firm name of F. J. & F. Japp. They carried it on until the retiral, in 1871, of Mr Francis Japp. The latter died on 29th April, 1875, aged 76, his brother John having died on 19th January, 1849, aged 57. When Mr James William Japp and Mr Francis M. Japp were left in the business the firm name reverted to the old one of J. & F. Japp. A great many important contracts were carried out during the last half century. One of the country mansions in the district was furnished at a cost of £1300, and the books show many big accounts to well known district gentlemen, including among others Mr J. A. Campbell of Stracathro; Sir James Carnegie, Kinmaird Castle; Sir John Gladstone and Sir Thomas Gladstone of Fasque (relatives of the ex-Premier); Lord Arbuthnott, Mr Alex. Crombie of Phesdo; the Earl of Dalhousie, Lord Airlie, Mr John Gordon of Charleton; Colonel Raitt of Anniston; Captain Lindsay Carnegie of Kinblethmont; Mr Greenhill, Charleton; Colonel

Frazer of Balmakewan ; Mr Porteous of Lauriston ; Mr Scott of Comieston, &c. In 1888, Mr Frank Japp, son of Mr Francis M. Japp, became a partner of the firm, but the firm name was not altered, and is to remain the same, notwithstanding the recent retiral of Mr J. W. Japp. It is one of the best indications of its success that during its lengthened existence

THE BUSINESS HAS PROGRESSED

and adapted itself to the times, so that now it is one of the largest and most comprehensive in the county. In the extensive warehouses in Baltic Street are to be found everything requisite for house furnishing, from the smallest and most inexpensive to the largest and most valuable articles, though, of course, in this as in many other cases, value does not necessarily go by quantity but by quality. It has for long been a special feature of the business that antique furniture has found a prominent place in the warehouses. Here are to be seen valuable old Welsh cabinets ; Chippendale, Sheraton, and old English furniture of various styles, rendered the more valuable because of its scarcity and first class material and workmanship (many of the articles being made by the older members of the firm) ; old curios in china, armour, brasses, and ornaments. Mr F. M. Japp has long been recognised as one of the best connoisseurs in the district of antique furniture and other articles of *virtu*, and he is not slow to recognise an article of value in this department at any of the sales he attends. But while the antique finds a prominent place in the establishment, modern furniture is awarded no less important a position. Mr Frank Japp takes a

special interest in this department, designing and superintending the manufacture of furniture which has given satisfaction in many a house in the country. One of his latest productions is a comfortable easy chair with double spring-seat. Of neat shape and richly upholstered it forms an inviting resting place. Chippendale and Sheraton furniture, in old and modern styles, are especially noteworthy. The large saloon upstairs was at one time occupied as a workroom, but the extension of the business necessitated the transference of the works to the other side of the street, and the utilising of this place as an additional storage and showroom. The upholstering departments are, however, still retained in the adjoining rooms, where can be seen the finest curtains in silks and taffetta, which was a favourite material 35 years ago, being made up. With the erection of the sawmills and workshops on the opposite side of the street, there were

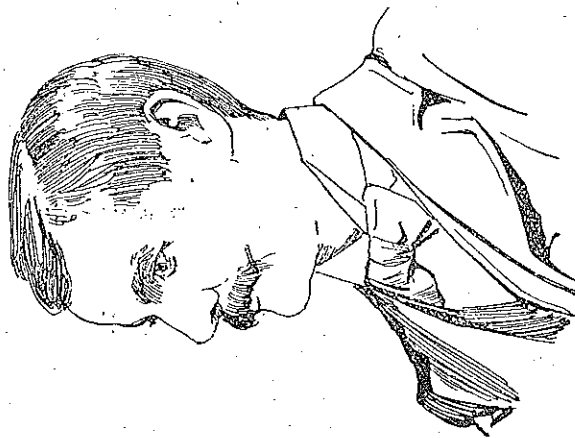
NEW DEVELOPMENTS OF THE BUSINESS.

The Messrs Japp then became timber merchants as well as cabinetmakers, and this is a department which has always been extending. A large trade is done in the manufacture of golf club heads and handles ready for the club-maker. Farm implements of all kinds are also manufactured here. Indeed, there is scarcely a department of the wood trade which is not provided for by excellent modern machinery and storage accommodation. It is a noteworthy fact that the Messrs Japp were

THE FIRST IN SCOTLAND

to introduce steam-driven tools in the manufacture of cabinet work. Indeed, it is probable that the

band saw as used in Montrose was the first in Great Britain. Mr F. M. Japp was over at the Paris Exhibition in 1855, and while there he met with Mons. Perin, the inventor of the famous band saw. Recognising the merits of the new invention,



Mr Frank Japp.

Mr Japp negotiated for the purchase of one costing 3200 francs (£128), delivered at the railway terminus at Paris. The machine cost about £150 after carriage to this country, fitting up, etc., had been defrayed. One part of the bargain was that Mr Japp gave

a new silk dress to Madame Perin, and the clever and vivacious Frenchwoman was not slow to choose one of the finest material. It says much for the machine that it is still doing its ten hours' work a day and has never yet required new bushes or any expenditure on repairs. While in Paris Mr Japp worked for two days at the machine in the Paris exhibition, gaining a mastery of its details, and showing to visitors what it could accomplish. When fitted up in Montrose it created great interest, cabinetmakers and woodmerchants coming from all parts of the country to see it in operation. Their astonishment was great when they saw a ribbon of steel running through wood. The steam engine moved for the first time in the establishment at 9 a.m. on Monday, 7th April, 1856. Mr F. M. Japp applied his inventive abilities to several machines for the business and was eminently successful, one of his morticing machines to be seen working in the establishment having been conceived from the working of a poor man whom Mr Japp saw near the famous Bastille in Paris. The invention, in an improved form, is now in great use on the Clyde and other large shipping centres for the manufacture of ships' blocks. Another machine of great utility is capable of producing square turned balustrades, and a moulding machine can be made to furnish the most elaborate designs in wood. Mr Frank Japp takes special supervision over the American wood importation trade, being agent for a well-known firm which sends over carriage wheels and other goods ready made. The refusal of Ex-Provost Japp will not interfere with any of the departments, so well have the arrangements been made. A firm which has grown

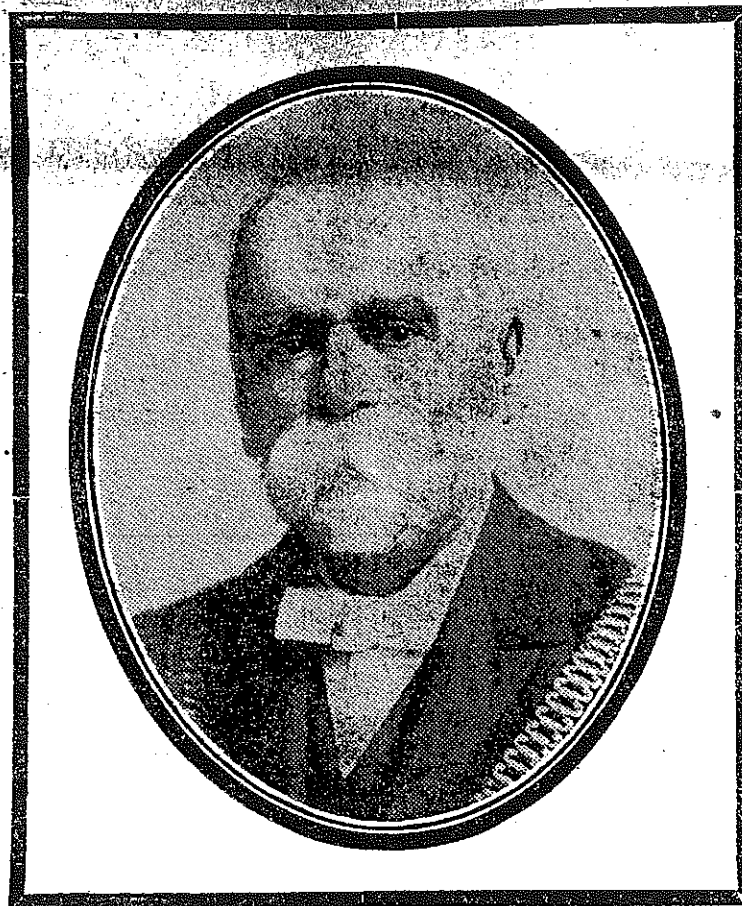
and prospered for so long is a striking instance of the business ability of those who have successively had its management, and it is satisfactory to realise from the busy whirl of the machinery in the workshops, the large number of men employed in the various departments, the spacious well-stocked warehouses, and the extensive yards that the cry of "no trade" is nonsensical and that even "dull trade" is a term scarcely known by this firm.

*EXCERPT FROM "THE HISTORY OF
MONTROSE" BY DAVID MITCHELL, A.M.
PUBL. BY GEORGE WALKER IN 1866*

CABINET-MAKING.

"The Messrs Japp, as stated before, have long carried on this trade in Montrose. Many of us remember when they had only the large house at the foot of Crawford's close for a work-shop, and their dwelling-house below, and the large logs of mahogany at the door that were said to cost so much. Since then, they have had for many years an extensive range of work-shops opposite, and below them as large show-rooms, where furniture of every description may be seen, fit to cope with any produced in London—indeed, more substantial as Scotch furniture is allowed to be; and they have of late years added to their business large works, where everything of wood that can be cut or carved, is, and will yet be more, extensively done by machinery, set in motion by steam. Hard wood of considerable thickness, with curved lines for the shape marked out in chalk, is guided against an upright saw, which goes through it like paper. All sorts of handles for implements, fellos and spokes for wheels, feet and backs

for chairs, &c., are turned out, and they send away the articles far and near, to Glasgow and such like places. Mr. John Sorrel in Bridge Street has also a large cabinet trade, and is more than any one else employed as an undertaker. His neighbour, Mr. John Smith, is also a very enterprising, industrious man, and deals largely in furniture. There are also the Messrs Maconachie, who have been long established in trade as cabinet-makers and upholsterers, who have their show-rooms at the Port.



THE LATE MR. JOHN JAPP.

(Photo by Mowll and Morrison.)

The Late Mr. John Japp.

THE death of Mr. John Japp, though not unexpected, will be received with profound regret by the citizens of Liverpool, of whom he was one of the most distinguished and public-spirited. And the regret will be all the keener because it is well known that Mr. Japp has in a manner sacrificed his life to the exigences of public life. A strong and hearty man when he undertook the Lord Mayoralty, Mr. Japp threw himself into the work of the chief citizen of Liverpool with all the ardour and energy of a young man, and with the determination that the work of the office should not suffer in his hands. And right well did he succeed. His Mayoralty is so recent that we all remember with what ability and success

CONT'D ON OTHER SIDE

numerous duties with which he presided over the various meetings at which the Lord Mayor has to take the lead. Mr. Japp believed that when he had to do a thing he ought to do it well; and he never attended any meeting without making himself thorough master of the matter in hand. He had always led a strenuous life, but managing a large business as well as undertaking the duties of Chief Magistrate was too much for him, and towards the very end of his Mayoralty he gave very distinct evidence of a serious breakdown—a breakdown from which he never completely recovered. All will remember how delightfully, genially assisted by his sister, he dispensed the hospitality of Liverpool—how completely at home they made all their guests. And this hospitality was dispensed with a most generous hand. To the Liberal party his death will be a great loss. A sturdy Radical, he strongly believed in the work of quiet organisation, and if every part of the city were as well looked after as his district—not only at election time, but from year to year—Liverpool might tell a different tale when the Parliamentary contests come round. Of his work on the Town Council, which is dealt with elsewhere, we shall only say that it was marked by a similar devotion to duty and by a conscientious regard to the public interest, and his example will be a stimulation to others who fill similar positions, as it is a pleasant memory to all who were associated with him in public life.

Daily Post & Mercury.

WEDNESDAY, MARCH 29, 1911.

THE LATE MR. JOHN JAPP.

Many expressions of deep regret were heard in Liverpool yesterday that so worthy a citizen as Mr. John Japp, shipowner, and ex-Lord Mayor, had passed away. Flags were hoisted half-mast on the public buildings as a mark of respect to his memory.

The funeral takes place at Smithdown-road Cemetery at two o'clock to-morrow afternoon. A service will be held in Sefton Park Presbyterian Church at a quarter-past one.

MAGISTERIAL TRIBUTE.

Before the business in the Liverpool Stipendiary's Court was commenced, yesterday, Mr. Stuart Deacon referred in touching and eloquent terms to the death of Mr. Japp.

During the year (said Mr. Deacon) that Mr. Japp performed—and admirably performed—the

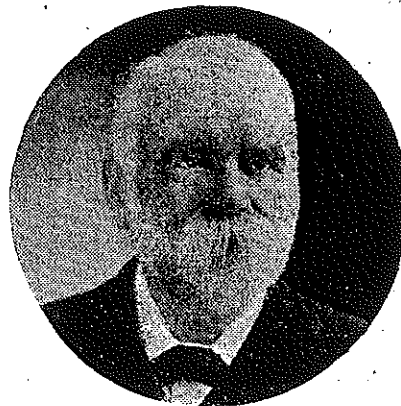
duties of the high office of magistrate of the city, he made known to the community of Liverpool those excellent virtues and qualities which had already won for him the esteem and regard of a wide circle of business and private friends. It had been said that we should speak nothing but good of the dead, but he thought it could be affirmed with perfect truth that nothing but good could be said of the deceased gentleman. To those who to-day mourned the loss of a gentle and loving father, and of a kind and affectionate brother, they tendered their most respectful sympathies, and they hoped that this little tribute of admiration and respect from those associated with the court, where Mr. Japp had, on many occasions, administered justice, might bring some slight alleviation in their hour of sorrow.

Mr. Sanders (magistrates' clerk) associated himself with the remarks made by Mr. Deacon, and added that during the five years that Mr. Japp had served as a magistrate, his thoroughness, conscientiousness, and kindness had endeared him to all with whom he came into contact.

Mr. B. H. Newman, on behalf of the barristers and solicitors, also associated himself with the tribute paid to the memory of the deceased.

The Porcupine:

LIVERPOOL, SATURDAY, APRIL 1, 1911.



The Death of Mr. John Japp.

No Lord Mayor of recent years has more worthily filled the Civic Chair than Mr. John Japp, who passed away this week after a prolonged illness. Some months ago it was apparent that he had lost much of that virility which characterised him, so the news of his demise was not unexpected. He was the soul of hospitality, and the functions of his year—they were many—were always beautifully done. Yet no man was less obtrusive than this apparently stoical Scotsman. He will be missed in commercial circles, where his integrity was of the highest, and in the Council Chamber where his good sense was appreciated by men of all political parties.

TUESDAY, MARCH 23, 1911

Death of Mr. John Japp.

SHIPOWNER, MAGISTRATE,
AND EX-LORD MAYOR.

With deep regret we announce the death of Mr. John Japp, J.P., Liverpool shipowner, city councillor, and ex-Lord Mayor, which took place yesterday at his residence, Alexandra-drive, Sefton Park. For many weeks Mr. Japp had been in failing health, and had to relinquish his many public duties. He passed away peacefully yesterday afternoon.

Mr. John Japp was a man whose energy seemed to be kept in ceaseless activity throughout his life by devotion to some practical purpose or inspiring ideal. In effort, time, and money he was always eager to economise whenever usefully possible. Aversion to waste had by long habit and training become strong within him. He abhorred phylacteries, but had a great admiration for genuine refinement. For some years after he entered public life he was misunderstood except by those who knew him intimately. Not everybody could gain his confidence. His sturdy frame, wealth of white hair, heavy moustache and comely beard, his shaggy eyebrows accentuating the keenness of his glance, betokened a man of grit and strong personality. There were some who even thought him harsh until closer acquaintance revealed that behind the apparently austere reserve was a nature capable of sensitive emotions, responsive to the influence of every good cause and quickly stirred by the sorrows and misfortunes of others. Men who at first had voted him cold, afterwards found in him the warmest and staunchest of friends. John Japp was never demonstrative, but his sympathies were broad and deep. One of his greatest pleasures was to be in the company of his friends, when his lit-up countenance and cordial demeanour showed something of his true nature.

Another strong trait in Mr. Japp's character was a keen sense of duty. Nothing could move him from the path circumstances imposed upon him the obligation to tread. It was in this spirit he accepted the Lord Mayoralty of Liverpool in November, 1906. He had no desire for the honour—it was thrust upon him. The arrangement had been in vogue for some time of alternate nomination by the Conservative and Liberal parties, and a Conservative, in

the person of the late Alderman Joseph Ball, having occupied the civic chair in the preceding twelve months, the Liberals were asked to provide a successor. Mr. Japp, as one of the senior and representative members of the party, was pressed to accept the position; it was his keen sense of duty which ultimately induced him to comply. His selection was acclaimed by the commercial community. They knew Mr. Japp's worth, and knew he would discharge the duties of the high office with business acumen and dignity. The shipping trade was especially gratified that he was to be Chief Magistrate. He was one of the leading shipowners and charterers of Liverpool; all branches of the shipping community regarded him as a representative admirably qualified to assist Mr. Lloyd George, who, as President of the Board of Trade, was to visit Liverpool soon after Mr. Japp's accession to the Lord Mayoralty, to arrive at a right understanding of their interests and grievances. Besides, it is always an advantage to have a commercial man the official head of a commercial community. They also felt sure Mr. Japp's practical sympathy would be useful in regard to the numerous city charities which look to the Town Hall for the required help to reach the public. They were confident of this because there had been no more ardent and constant supporter of the Shipbrokers' Benevolent Society than Mr. Japp. And in dispensing the hospitalities of the Town Hall they knew Mr. Japp would maintain a high and refined standard. Mr. Japp was a non-smoker and a teetotaler, but his numerous guests during his Lord Mayoralty had abundant opportunities of attesting to the respect he showed for the tastes and predilections of others.

As Lord Mayor he more than fulfilled all his friends' expectations. The thoroughness and briskness of his conduct of the arduous duties, and his quiet courtliness at the various functions at the Town Hall, were refreshing features of his Lord Mayoralty. On the business side, whether at Council meetings or at the numerous charitable gatherings held in the civic mansion, Mr. Japp introduced the promptness of his commercial habits, and he was at his post on the very tick of time appointed for starting. This proved a beneficial stimulus, especially to members of the City Council, who became quite good timekeepers at the Council meetings. Mr. Japp was an excellent chairman of Council. He wasted neither time nor words, and was severe upon meandering orators. His rulings on points of order were short and decisive, with the result that business was got through with commendable expedition.

Most men find the duties of Chief Magistrate of Liverpool sufficiently laborious and exacting to render attention to their own business affairs almost impossible. To occupy the position of Lord Mayor of Liverpool generally means a twelve months' absence from business, but Mr. Japp was a man of such exceptional energy that every morning he spent two hours at his

before commencing his day's duties as Lord Mayor. He may have attempted too much, but he was that character of man who abhorred arrears of work. He hated to leave anything undone, or to shirk anything that needed his personal attention. Physically strong though he was, he reached the breaking-point just a few days before his year of office was up. Probably he had not reckoned with his increasing years, and he was seized with a severe illness just before his splendid year of office had finished. His breakdown left him prostrate for some days, and he was unable to be present in the Council-chamber on the 9th of November to hand over the chain of office to his successor. He had sacrificed himself to public duty. A prolonged trip abroad restored his health to a considerable extent, but he was never the same man afterwards.

To mark the generous measure of their appreciation of the way Mr. Japp had fulfilled the duties of Lord Mayor, the members of the City Council presented him with his portrait in oils, painted by the distinguished local artist Mr. R. E. Morrison. Unfortunately, the state of his health prevented Mr. Japp's attending to receive the portrait, and Miss Japp, his sister, who had acted as Lady Mayoress during his year of office, accepted the gift on his behalf. On that occasion Sir William Bowring said the presentation of the portrait was intended as a mark of the high appreciation the subscribers felt of Mr. Japp's services as Lord Mayor during a very strenuous year. "If ever a Lord Mayor devoted himself heart and soul to the welfare of the city, regardless of his own interests and convenience, it was our friend Mr. Japp." Others, including Lord Mayor Caton, Alderman Salvidge, Mr. T. Burke, and the late Mr. Robert D. Holt, spoke in similar high terms. Mr. Japp wrote the following characteristic letter:—

I most gratefully accept from your hands the generous gift of my portrait, painted at the request of aldermen and councillors, to whom I beg to tender my warmest acknowledgments of their great kindness. The portrait is recognised on all sides as one of the most successful works of our gifted citizen Mr. R. E. Morrison. Nothing could so fitly hand down to those who will come after me the evidence that I have, in the donors' opinion, not unworthily held the distinguished office of Lord Mayor of this the second city of the Empire. I shall always cherish the memory of the happiest year of my life, with its delightful recollection of kindnesses without number received at the hands of my fellow-citizens, among whom I came forty-two years ago.

As Miss Japp, as Lady Mayoress, was so cordially associated with her brother's year of office, she was presented on the same occasion with a handsome yellow topaz and pearl and diamond cluster brooch and pendant, with gold neck-chain, to form a necklace. She acknowledged the gift in a charming little speech. She said she did not know how to express her thanks for that very beautiful and handsome gift. It had been a year of great surprises, and she

only wished that she were younger and she might profit by the experience she had had, so that she might do better work in the future. All she had done had been a very great pleasure to her. She thanked one and all for their great kindness and consideration in presenting her with that gift, which would remind her of a very happy year of office.

Mr. Japp was born at Montrose, but came to Liverpool before he was out of his teens to engage in business pursuits. In the year 1866, when only twenty-one years of age, he commenced business on his own account in the city as a shipbroker. His rare aptitude and shrewdness soon placed him in a position of considerable influence in the trade, and when, two years after, he was joined by the late Mr. Joseph M. Kirby, the concern was on a sound business footing which promised success. Mr. Kirby died about the year 1887, but the style of the firm, Messrs. Japp and Kirby, was not altered, and the offices in Chapel-street are as well known as any in the city. As time progressed Mr. Japp took his two sons (Mr. Russell Japp and Mr. Frank Japp) into the firm, and though he continued to hold the chief interest, he latterly left the conduct of the well-established and prosperous undertaking to them.

Only when he had placed the business in firm hands did Mr. Japp ease himself of some of its responsibilities. He then turned his attention to public affairs, and devoted his ability and energy to the service of the city. In 1889 he was returned to the City Council, in the Liberal interest, for Sefton Park East Ward, which he represented until the time of his death. Upon the only occasion on which he was called upon to defend his seat he headed the poll by a substantial majority. He rendered signal service at various times on most of the Corporation committees, but latterly his principal work was done on the Finance, Education, and Water committees. His penetrating perception and sound methods made him a valuable member of all the committees on which he served, and until his breakdown in 1907 the Education Committee had the greatest share of his attention, his interest in education, especially that branch of it which by imparting technical knowledge fitted the young people for commercial careers, being almost of a fervent character. He was added to the Commission of the Peace for the city in 1906.

Politically a staunch Liberal, he threw himself with enthusiasm and determination into every fight municipally and Imperially for the cause of progress—always vigorous, but never unfair to an opponent. In 1902 he was chairman of the Reform Club, and in the same year he became president of the East Toxteth Liberal Association, and assisted in the stiffly-fought by-election when Mr. Austin Taylor was returned as a Conservative by 377 votes over Mr. Herbert Rathbone (L) for East Toxteth to succeed the late Mr. A. F. Warr, who had resigned. Three years later Mr. Japp had the

FROM LLOYD'S CAPTAINS
REGISTER 1869 (MICROFICHE)

WATT, Alexander. Montrose, 1813.
(S. 12,179.)

Samrock, 12,804, 1857. *Yathan*, 2,915, 1857-8. *Forrest*, 12,328, 1858. *Belle*, 662, 1859. *B. Gazette*, 19,442, 1863. *F.P.S. Edith*, 22,298, 1864. *B. Helen Stewart*, 7,116, 1865. *B. Hope*, 19,061, 1866. *F.P.S. B. Ct. Adventure*, 5,459, 1868. *B.*

WATT, James. Aberdeen, 1838.
(C. 18,602, Aberdeen, 1862.)

Molra, 6,886, 1862-3. *Aust. Sea Queen*, 22,087, 1864-5. *E.I. Seaford*, 23,454, 1866-8. *E.I., Aust.*

WATT, Arthur. Aberdeenshire, 1819.
(S. 49,006.)

Isabella, 22,913, 1855-7. *Prodruma*, 919, 1859-60. *M., Ct.*; lost Dec. 1860. *Santiago*, 9,174, 1861-3. *F.P.S., M. Merrie England*, 44,089, 1863-6. *W.I., U.S., A. Palmur*, 58,853, 1868. *M.*

WATT, Ebenezer Watson. Leith, 1838.
(C. 20,275, Liverpool, 1864.)

Miriam Moore, 4,588. 1864-5. *E.I. Knight Companion*, 52,845, 1866-7. *E.I. Geraint*, 55,457, 1867. *E.I.*

WATT, George. Aberdeen, 1811.
(S. 74,468.)

Mercury, 1855. *Louise*, 16,094, 1855-7. *Mary Ann*, 7,437, 1857-60. *F.P.S., Ct. Eclipse*, 21,464, 1861. *B. Ajax*, 8,499, 1862. *B. Vision*, 25,788, 1863. *B. Cygnet*, 25,654, 1863. *Ct.*; lost Dec. 18. 1863. *Trenton*, 28,313, 1864-5. *M., F.P.S. Vulcan*, 19,551, 1865. *Ct. Dashing Wave*, 45,339, 1865-8. *B., Ct., M., F.P.S. Sally Gale*, 26,870, 1868. *B.*

WATT, Henry. Montrose, 1829.
(C. 19,428, Dundee, 1858.)

Shelburne, 13,664, 1858-62. *E.I., Cp., Aust. Parisian*, 26,597, 1867-8. *Aust.*

WATT, Henry Fowler. Cheshire, 1839.
(C. 22,130, Liverpool, 1867.)
Christabel, 47,607, 1868. *W.I.*

WATT, James. Banff, 1842.
(C. 1,691, London, 1863.)
Merse, 13,777, 1868. *C.*

WATT, James. Ardrossan, 1817.
(C. 23,095, Dublin, 1860.)

Primrose, 24,076, 1860-4. *Ct., N.A. Ayrshire Lass*, 24,323, 1865-6. *N.A., F.P.S., Ct. Champion*, 25,519, 1867. *N.A. Polly*, 3,215, 1868. *N.A.*

*

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MARINE SOURCES AT GUILDHALL LIBRARY")

WATT, James. Stirlingshire, 1807.
(S.H.T. 120,413.)

Clyde, 17,625, 1855-8. *Esk*, 22,021, 1859. *Ossian*, 6,341, 1860. *Thames*, 28,677, 1861-8. *Ct.*

WATT, James Birnie. Montrose, 1843.
(C. 25,325, Liverpool, 1866.)

William Prowse, 26,384, 1866-7. *E.I. William Prowse*, 26,384, 1868. *E.I.*

WATT, John. Co. Durham, 1818.
(C. 16,503, Shields, 1857.)

Columbus, 5,372, 1857-9. *Ct., F.P.S. Jane Spoor*, 25,319, 1860. *Ct. Father Matthew*, 14,074, 1860-5. *B., Ct. Syracuse*, 47,642, 1865-8. *M., W.I.*

WATT, John. Leith, 1836.
(C. 18,171, Liverpool, 1861.)

Helen Slec, 43,714, 1862-3. *Aust. Foam*, 1,149, 1863-8. *E.I., C. Serica*, 45,261, 1868. *C.*

WATT, John Ruddock. Whitby, 1818.
(S. 74,263.)

Berhampore, 14,521, 1856-7. *Salem*, 7,041, 1858-62; abandoned Jan. 1862. *Edinburgh*, 45,758, 1862-7. *C., Aust. Sir G. Pollock*, 25,250, 1868. *Ct., E.I.*

WATT, Robert. Kincardine, 1815.
(S. 74,003.)

Eliza Ann, 1856. *Stephen Huntley*, 12,347, 1857. *St. George*, 13,349, 1857-8. *Crimea*, 6,688, 1858-60. *M., Ct. Ver*, 2,903, 1860. *F.P.S. Judith*, 15,423, 1861. *W.I., B. Jane Duncan*.

WATT, Robert. Ayrshire, 1839.
(C. 20,103, Greenock, 1865.)

Renfrewshire, 32,837, 1866-7. *N.A. Arran*, 47,585, 1868. *N.A.—Certificate cancelled Oct. 1868.*

WATT, William. Orkney, 1820.
(C. 27,235, Leith, 1861.)

Pharos, 10,283, 1868. *Ct.*

☆ **WATT, William.** Perthshire, 1829.
(C. 24,273, Glasgow, 1851. *Ex.*)

Brooksbury, 1852. *Aust. Indian*, 1855. *M. Zouave*, 1855-6. *M. Zouave*, 1856. *M. Athens*, 1856-7. *M. Tweedside*, 19,361, 1857-8. *W.I., E.I. Asiatic*, 13,561, 1860-1. *E.I., Cp.*; lost June 18, 1861. *Alpine*, 27,295, 1862-3. *Aust. Emerald*, 46,693, 1864-5. *Aust.*

WATT, William. Montrose, 1841.
(C. 21,666, Liverpool, 1866. *Ex. Stm.*)

Albany, 58,232, 1867-8. *N.P., Ct., C.*

WATT, William. Kincardineshire, 1836.
(C. 17,819, Aberdeen, 1862.)

Homeward Bound, 35,289, 1862-4. *S.P., S.A.*; condemned Monte Video, Nov. 7, 1864.

At *Edinburgh* the *15* day of *June* 18 *25*
That *Mr Alexander Williamson* and *Mrs Jane Simpson*
were this day Married by me, is hereby Certified.

Andrew Thomson Minister.

For the purpose of the present and future
of the church

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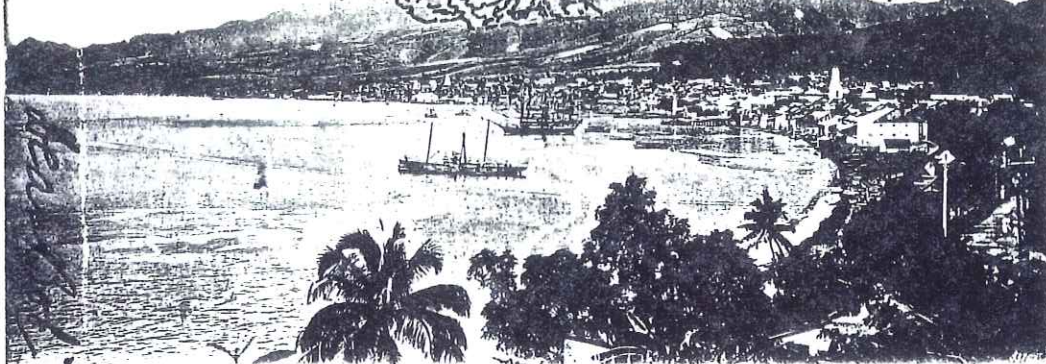
St. Pierre Martinique

He are all well.
Yer said brither

J.J.

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St. Pierre, 1942, 1943, 1944, 1945, 1946, 1947, 1948, 1949, 1950, 1951, 1952.
This is not ~~the~~ trees. It is smoke since yesterday.



Do you ever get any letters, P. Cho or Porcupine?
I want to hear how you are getting along. If
you are dead it is useless for me to continue - just
let me know. We are pretty well.

St. Pierre Martinique

P.

~~as we would like
to hear from you
and if you
can write me
I will be glad to
hear from you~~



① St Pierre, 3rd May 1902

My dearest Sam,

I have just a moment to write you as the French mail is signal.

I wrote you about the volcano smoking last week.

Well yesterday afternoon it began to throw out enormous clouds of steam & black smoke from a different place.

About 1 this morning I was awakened by a roaring noise something like thunder & saw lightning. At 3 the servant came running

② to the room in a fright

saying that the houses & street were covered with dust. On going to the street I found all the houses white as if there had been a snowstorm.

The dust continued to fall until there was a layer of 1/4 inch. It is still falling a little. As it is very fine (I enclose a sample) ~~it~~ ^{as} we

have no glass, but only 'salon' windows, it drives in & penetrates everywhere.

It seems to be brighter this afternoon & we must only pray that ~~it~~ will be

(3)

No earthquake with it. The scene looks quite wintry, altho' it is awfully hot. Business was suspended all day & people have crowded in from the country.

The sky is overclouded with smoke & ash & a thick steamy mist. The volcano is 4 miles from here. A river running from it was swollen with dirty water & mud & made a great stink.

The people are quick & cheerful, but uncertain what next to expect - hoping that I am better & have been out 3 times.

(4)

it will be like a similar outbreak 50 years ago, when there would no loss of life. I & the children were very frightened at first, but have got used to it.

I suppose the smoke went up nearly a mile yesterday afternoon - today it & the dust have spread some of the latter having gone beyond Port de France - 20 miles away. I believe there will be no

danger & as elephants have been sent home, I thought I would reassure you. Thousands & thousands of stuff must have fallen - It also gets into the food & the clothes & presses. With love to all
Yr aff. son
W. J. W.



Day of Doom in

While the volcano rumbled, lovely St. Pierre slumbered on. It awoke only to perish—in a single, searing instant. Out of 30,000 people, only one survived.

MARTINIQUE is a tropical island with a romantic history embracing piracy, feats of war and elegantly mannered living—it was the birthplace of Josephine, Napoleon's empress. It lies some 280 miles north of Trinidad, is 45 miles long, 20 miles

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Martinique

BY LATELY THOMAS

wide, forested and extremely mountainous. Mount Pelée, the highest peak, 4,428 feet above the sea and volcanic, dominates the entire north end of the island.

Nestling at Pelée's foot on the western Caribbean shore, in 1902, was St. Pierre, the island's most

populous town. Author Lafcadio Hearn described it as "the quaintest, queerest, prettiest little city in the Antilles." The French had been established on the island for generations, and in spirit and customs the town was unalterably French.

There were several churches and

a cathedral, theatres, clubs, cafés, dancing societies, banks, convents, seminaries, a lycée, a college and rum distilleries. And, of course, there was La Montagne, the volcano at Mount Pelée's peak, only five miles north.

The people of St. Pierre treated the volcano with proprietary pride, as a sort of pet, a tamed lion. Some feeble volcanic activity had occurred in the eighteenth century, and the older people still recalled the harmless eruption of 1851; but the mountain's primeval fires were assumed to be banked. Its flattened, cloud-beset crest was a spot for picnics. When, early in April 1902, a faintly sulphurous vapour was noted by excursionists near the summit of Pelée, no great attention was paid to it.

On April 23 a light rain of cinders fell on the southern and western slopes of the mountain; sharp underground shocks were felt. Two days later St. Pierre was enthralled by the wild spectacle of Pelée hurling rocks and ashes straight upwards from its summit. A party of excursionists climbed the peak and found that deep underground there were sounds like a cauldron seething and boiling. However, the public authorities saw no reason for concern.

Towards the end of April the wife of the American consul in St. Pierre wrote to her sister: "The town is covered with ashes. The smell of sulphur is so strong that horses in

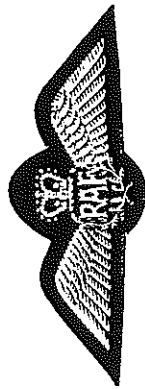
the street stop and snort. Many of the people are obliged to wear wet handkerchiefs to protect them from the strong fumes. My husband assures me that there is no immediate danger, and when there is we will leave."

In the next days the rumblings and eruptions grew worse, whitish ash fell on St. Pierre like snow, and the expediency of leaving the town was publicly discussed. But virtually no one mustered sufficient determination to depart. A woman, torn by anxiety, wrote to her brother in Marseilles: "I write under the gloomiest impressions, although I hope I exaggerate the situation. My husband laughs; but I can see that he is full of anxiety. He tells me to go. How can I go alone? The heat is suffocating. We cannot leave anything open, as the dust enters everywhere, burning our faces and eyes. All the crops are ruined."

Another resident wrote in the same mail: "The air is oppressive. Your nose burns. Are we going to die asphyxiated? What has tomorrow in store for us? A flow of lava, rain of stones, or a cataclysm from the sea? Who can tell? Will give you my last thought if I must die."

A third letter addressed that Sunday to a relative in France concluded fatalistically: "My calmness astonishes me. I am awaiting the event tranquilly . . . If death awaits us there will be a numerous company to leave the world. Will it be by fire or asphyxiation? It will be

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The
Royal
Air Force

what God wills. Tell Robert we are still alive. This will, perhaps, be no longer true when this letter reaches you."

On Wednesday, May 7, there was fresh disquietude. At 4 a.m. Pelée began roaring; vivid lightning flashed continually around the summit, where two fiery craters glowed like blast furnaces. Daylight brought a dismal sight: as far as the eye could see, the Caribbean was strewn with debris swept down from the volcano's heights by black torrents of water. Dead fish choked the shore.

In St. Pierre people continued to be fatalistic and indecisive. Flee? Where could one be better off than in St. Pierre? Some men did send their womenfolk away, but these departures were more than offset by an inflow of terrified country people. A committee of experts appointed by Governor Mouttet had studied the situation and reported that nothing in Pelée's activity so far would justify mass evacuation. Further, Governor Mouttet and his lady were themselves in the town, awaiting the morrow, Ascension Day, when special masses were to be celebrated in the churches, with prayers for deliverance.

Ascension Day dawned clear and sunny, and the air of the town vibrated with the ringing of church bells. On the near-by heights, suburban residents, after a wakeful night, stood viewing the mountain's stupendous display of fireworks. Offshore, about eight miles west, the

repair ship *Pouyer-Querrier* was grappling for a broken cable.

In the St. Pierre post office, the night-shift telegraph-operator wound up transmission of the latest official reports of the volcano, mentioning no significant new developments, and the operator at Fort-de-France began his reply. The hands of the clock on the wall of St. Pierre's military hospital pointed to 7.52 when the Fort-de-France telegraphist paused.

"*Allez*," clicked the operator in St. Pierre—the signal to proceed, but the line was dead. In that moment St. Pierre died.

At 7.52, the crew of the *Pouyer-Querrier* saw the upper flank of the mountain facing south appear to open, and from the gap a dense black vapour shot out like smoke from the muzzle of a cannon. A few instants later, a stupendous, roaring explosion rent the air, and they saw a second black cloud rolling in gigantic whorls, mushrooming upwards, and quickly covering the entire sky with an umbrella of darkness. Both clouds travelled with unbelievable speed.

The horizontal cloud sped silently down the mountain slope, tumbling over and over towards the town. It seemed to clutch the ground, falling forward rather than floating, as though composed of some heavy, inert, violently propelled substance. Its forefront exuded puffs of smoke, "like leaping lions," and for instants it glowed

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incandescently, while lightning-like scintillations and hursting explosions flashed in its depths.

In less than one minute, it reached the northern verge of St. Pierre and unfolded along the town's two-mile length like a sooty blanket, blotting out everything; whatever it touched burst into flames. On the quay, thousands of barrels of rum exploded with a roar. St. Pierre became a vast brazier of fire, obscured under a pall of smoke and dust.

Ships in the roadstead capsized and sank, their hulls on fire. Only two, the *Roraima* and the *Roddam*, remained afloat, but the masts, funnel and boats of the *Roraima* were carried away, and half a dozen fires broke out. The *Roddam* heeled over until water poured over the lee rail; then her anchor chain snapped, and she slowly righted, scorched and on fire fore and aft. Eight miles offshore, the *Pouyer-Querrier* felt the heat, and red-hot stones and ashes rattled on her deck; the frightened crew headed the vessel out to sea.

A witness who observed the cataclysm from the land side was Roger Arnoux, a trained scientist, member of the French Astronomical Society. He was standing in the garden of his country house on a high hill two miles east of St. Pierre. Suddenly he saw two vapour clouds issue from the mountain, one vertically to a height of at least seven miles, the other laterally towards St. Pierre, lying directly in its path. Almost at the instant of their ejection, he was

stunned by an intolerably loud crash, a grinding sound (as another witness put it, "like all the machinery in the world breaking down at once").

The full horror of the catastrophe remained unknown to the rest of the island for several hours. With no word from St. Pierre that morning, the acting governor in Fort-de-France ordered the cruiser *Succhet* to investigate, and the warship arrived off the burning town at 12.30. Examination through powerful glasses revealed no living soul. The fierce heat beat back landing parties until nearly three o'clock, when the captain came ashore on the Place Ber-
tin, once a tree-shaded square gay with cafés near the centre of town. Not a tree was standing; denuded trunks, scorched and bare, lay prone, torn out by the roots. The ground was littered with dead; a suffocating stench and fire prevented any deeper exploration of the ruins.

Offshore, the hulks of sunken vessels blazed furiously. The *Roddam's* indomitable captain managed to cling to the steering wheel with hands from which the burned flesh was peeling, and brought his ship into the port of Castries, on the adjacent island of St. Lucia. Astonished port officials boarding the ash-grey, flame-scared craft found 22 men dead or dying.

"We come from hell," the captain gasped.

In St. Pierre itself, of the 30,000 inhabitants only three survivors

were discovered, and two of these soon died of their injuries. Léon Compère-Léandre, 28, walked or ran as far as Fonds-St. Denis, a suburb east of the town, where he died shortly thereafter. A housemaid was taken from the ruins, scarcely breathing. Death ended her agony almost immediately.

Only one human being survived the catastrophe. That was Auguste Sylbaris, 25, a prisoner in the St. Pierre jail. He was locked in an underground dungeon that had no windows and was ventilated only by a narrow grating in the door on the side away from the volcano. Three days after the disaster his moaning was heard by salvage workers, who dug him out. He was massively burned, but lived.

The area of devastation covered about eight square miles, but the volcano focused its fury on St. Pierre, as if that had been the predetermined target. Inside this area, annihilation of life and property was almost total; outside the area was a second, clearly defined zone where life was snuffed out, but the material damage was less; beyond this lay a strip in which vegetation was scorched but life was spared. These zones were clearly distinguishable, and in some instances people on one side of the dividing line were killed, while others a short distance away were untouched.

There were many freakish effects.

Often fragile or combustible objects were not injured, although solid objects near by were consumed or utterly fragmented. A cambric handkerchief in the hand of a woman from whose body the clothing had been ripped—scribbled notepaper—water in carafes still sweet and not evaporated—wine glasses with stems bent out of shape but their petal-thin bowls intact—a bundle of clay pipes lying unbroken on a shop counter—neckties fresh and bright—matches still usable—these and other oddly preserved objects were raked out of the ruins.

As for the cause of death, researchers generally came to the conclusion that it was superheated steam, possibly as hot as 2,000 degrees Fahrenheit, mixed with lethal gases and explosive, incandescent dust. Many victims were in casual attitudes, their features calm and reposeful, indicating that death had overtaken them without warning and without pain; others were contorted in anguish. The clothing had been torn from nearly all the victims struck down out-of-doors, as would happen in the passage of a tornado; the crumbling of walls three and four feet thick was also attributed to the velocity of the death cloud.

For the dead town there was no resurrection. Devastated cities are rebuilt by their survivors—and St. Pierre had only one.

7 ACT consists in knowing how far to go too far.—Jenn Cocteau

AWFUL VOLCANIC ERUPTIONS.

WEST INDIAN TOWNS OVERWHELMED.

LOSS OF 40,000 LIVES.

Confirmation is to hand of the disaster at Martinique caused by the explosion of the volcano, Mount Pelee, and of the destruction of the town of St Pierre by fire and the loss of shipping. The total loss of life is variously estimated at 30,000 and 40,000. A cable repair steamer, however, arrived at Fort de France, having rescued 450 persons, and returned at once to St Pierre to search for further survivors. The French cruiser Suchet also picked up 30 persons belonging to vessels in the roadstead. All the small hills around two townships in the neighbourhood of St Pierre were crowded with fugitives, to the number of 5000. The commander of the Suchet says the volcano threw up a considerable mass of smoke and earth, and then "a whirlwind of fire" followed, and instantly the whole town was in flames. The eruption was accompanied by a tidal wave, which overwhelmed the shipping, and hot mud and cinders fell throughout the island, it being conjectured that many persons were killed and injured apart from the casualties of St Pierre.

Other telegrams bear out these particulars in the main, and give graphic details of the catastrophe. Nothing is left of St Pierre but a heap of burning ruins, covering 30,000 charred corpses—measures are being taken for the cremation of the bodies. The eruption of Mount Pelee began on Sunday of last week, and on Monday a stream of burning lava rushed down the mountain side to the sea, five miles distant, destroying everything in its path. The great catastrophe, however, occurred on Thursday morning. The British and American Consuls at St Pierre are reported to have perished—the British Consul is a cousin of Professor Japp, Aberdeen.

A violent eruption of the Soufriere volcano, in the island of St Vincent (a British possession), occurred on Wednesday, and continued throughout Thursday. Scoriae—first like hail, and changing later to fine dust—fell on all the estates in the vicinity of the mountain, destroying a great amount of property. Thirty persons are known to have been killed. A telegram received at the Colonial Office on Saturday afternoon stated that the eruption was continuing. A later telegram says the island is invisible from St Lucia, there being a dense black fog of cinders and sand. The northern third of the island is reported to be burning, and to be cut off from assistance by a continuous stream of burning lava and ashes. Kingston is reported safe. H.M.S. Indefatigable and H.M.S. Pallas have been ordered to proceed to St Vincent and render all possible assistance. Food supplies are also being sent out to Martinique.

The French cruiser Suchet has rescued 2000 refugees from the north and north-east coast of

Martinique, a Danish cruiser has rescued 500, and a steamer has also taken off a large number. It is reported that 1600 persons have perished in St Vincent since the Soufriere has been in eruption.

ST PIERRE A HEAP OF RUINS.

Dominica, May 11.—During the fourth week of April volumes of smoke and clouds of cinders were emitted from the old crater of Mount Pelee, the great volcanic cone at the north end of the island of Martinique. On the 2nd inst. the smoke increased and was followed by flames. From midnight to daybreak rumbling noises were heard, and the city of St Pierre, ten miles to the south, was covered with ashes half an inch thick.

The mountain was invisible, as if enveloped in fog. Business was suspended, and great consternation prevailed. On the 5th the sugar factory, known as the Usine Guerin, disappeared. It was engulfed in a tremendous flood of lava, which flowed down the western slope of the volcano. One hundred and fifty lives were lost, including those of Dr Guerin, the proprietor, and his son. Next day, May 6, shocks of earthquake were felt, and the Soufriere crater in St Vincent was seen to be smoking.

On May 7th distant detonations were heard at St Thomas, St Kitts, Antigua, Guadeloupe, and Dominica, from about 5.30 p.m. to 8 a.m., resembling heavy artillery. They were accompanied by seismic tremors in different parts of Dominica. The capital, Roseau, was covered with fine volcanic dust, and the atmosphere was thick.

At 8 o'clock on the morning of the 8th, in the island of Martinique, a sudden fiery flash on the western side of the volcano made an immense rent forming a new crater, which emitted simultaneously a maelstrom of red-hot, muddy liquid, whirling with incredible velocity towards St Pierre and the shipping in the harbour. Coming on like revolving wreaths, the spiral vapour tore up lofty trees, laying bare the forest on the mountain side, and bearing along rocks and tons of earth. It bore down upon St Pierre, instantaneously obliterating rows of houses and whole streets. The city was instantly ignited, and the flames speedily reached the port. They set fire to the telegraph cable steamer Grappler, and swept through the harbour, throwing every ship on its beam ends. The steamship Roraima, from Dominica, had her masts and funnel destroyed, and the blast of the fiery onslaught created a huge wave, which sank every vessel except the Roraima, the crews being paralysed and unable to weigh anchor. St Pierre was utterly destroyed, not one building being left. From Pertivelle to Carbet the roads and streets became immediately impassable, being filled with immense mounds of smoking debris and great heaps of dead bodies. At 1 p.m. the city was burning furiously. The Governor and Colonel with their wives perished. The British and American Consuls and their families perished. Hot mud and cinders and ashes were blown to port De France, 20 miles to the south.

FROM MONROVIA REVIEW
16 May, 1902

A boat's crew from the French warship Suchet tried to enter St Pierre to rescue survivors, but were prevented by the fire. The steamship Korona passed St Pierre on the evening of the 9th, bringing to Dominica two survivors of the steamship Roraima. The captain reports that St Pierre was one mass of blackened heaps. Chaotic confusion prevailed, and not the slightest sign of life was visible. The first officer of the Roraima, who is uninjured, reports that the Roraima was still burning at her anchor when he escaped, and the cable steamer Grappler was a total wreck, all hands being lost. She was burned to the water's edge. The city of Kingstown was covered with ashes one inch thick, and in other parts of the island the deposit was 2 feet in depth.

Thirty lives were lost in the Windward district. Earthquakes have been intermittent on the Vallibos and Richmond estates, which have been destroyed. Lava and large stones fell in Georgetown, and the atmosphere was darkened in Barbadoes, 90 miles distant. Many canoes are bringing refugees to Dominica from the Windward side of Martinique. They are chiefly peasantry, whose cabins and crops have been destroyed. The streams are all choked with lava.

The scenes in Dominica are heart-rending. Men, women, and children crowded in small boats are arriving. They are destitute, and bewail the loss of relatives. All Dominicans, high and low, are eagerly giving succour, food, and shelter, and much sympathy, both public and private, is being extended.

SURVIVORS' TERRIBLE EXPERIENCE.

Port Castries, St Lucia, May 10.—On the 3rd inst. Mount Pelee began to throw out dense clouds of smoke, and at midnight flames, the appearance of which was accompanied by a rumbling noise, lighted the sky over an immense area, causing widespread terror. On the 4th hot ashes covered the whole district of St Pierre, an inch thick, and made Mount Pelee invisible. At noon on the following day a stream of burning lava rushed down the mountain side from a height of 1400 feet, following the dry bed of a torrent, and reaching the sea, five miles from the mountain, in three minutes. It swept from its path plantations, buildings, factories, cattle, and human beings over a breadth of half a mile.

The large Guerin Sugar Factory, one of the finest in the island, was completely engulfed by the lava, a tall chimney alone remaining invisible. It is estimated that 150 persons perished there, including the owner's son. As the lava rushed down, the sea receded 300 feet on the west coast, returning with greater strength in a big wave which covered the whole of the front, but did little damage.

Terrific detonations followed at short irregular intervals, and continued through the night. The town was lit up with lurid flashes from the mountain. The inhabitants rushed to the hills in their night-clothes, screaming, shouting, and wailing in the madness of terror. The Plissons family escaped to St Lucia in a small steamer, and 35 persons, mostly women and children, also

arrived at Port Castries in the forenoon on the 6th inst., and furnished the above details.

On the afternoon of the 7th the steamer Roddam crawled slowly into Castries Harbour. She was quite unrecognisable, being grey with ashes, while her rigging was dismantled and her sails and awnings were badly torn and charred. The captain reported that he had just anchored off St Pierre at eight o'clock in the morning, in fine weather, following upon an awful thunderstorm in the night, and was talking to the ship's agent, Mr Joseph Plissons, who was in a boat alongside, when he saw a tremendous cloud of smoke glowing with live cinders rushing with terrific rapidity over the town and port. The former in an instant was completely enveloped in a sheet of flame, which raised fire aboard the steamer. The agent had just time to climb on board when his boat disappeared. Several men of the Roddam's crew were quickly scorched to death. By almost superhuman efforts the cable was slipped, and steam being still up the vessel backed out from the shore, and we 18 arrived here nine hours later.

Ten of the Roddam's men were lying dead, having been burned out of all human semblance among the black cinders, which covered the deck to a depth of six inches. Two more have since died. The burning cinders continued to fall upon the ship for six miles after she was under way. The captain, although burned all over the body, escaped with his life, as did also the agent. The latter, however, is badly scorched. Mr Plisson is believed here to be the sole survivor of those who remained at St Pierre after the first indication of the outbreak, since the town and all the shipping were utterly destroyed.

A CITY OF THE DEAD.

Fort de France, Monday.—Rescue parties have at last entered St Pierre, only to find the worst suspicions confirmed. Not a single building is left standing, not a single inhabitant is alive. The total dead in the city and suburbs is estimated at fully 30,000. The disaster itself took place within thirty seconds. Along the water front a few walls are standing. The ruins of the Custom House can be seen. Curiously enough, the face and hands of the clock of the hospital are not destroyed. They furnish an important record in the history of the terrible catastrophe. The hands of the clock stopped precisely at 7.50, showing the moment that the city was overwhelmed.

Piles of dead lying in the vicinity of the site of the Cathedral tell the impressive story of an attempt on the part of affrighted people to find sanctuary at the sacred edifice. Men and women, panic-stricken, turned in their last moments of despair to the Cathedral, and were apparently overcome before they could reach its doors.

The search has been hindered by fires, which are still raging. The investigators were at first in great danger, for Mount Pelee was still active, but the eruption is now subsiding. Mount Pelee is now only one-third its former height.

In the entire quarters of the fort and carbet districts of the city there is no trace of any of the streets that formerly existed. Only heaps of ruins thickly covered with ashes, cinders, masses of mud and lava commingled.

All the dead so far seen are stark naked, their clothing apparently having been burned from their bodies like so much tinder. In the vast majority of instances, fire seems to have been the sole cause of death. Great numbers of bodies were burst asunder by the terrific heat, and lie disembowelled. In many instances the faces of the victims are quite calm, as though stricken down instantly where they stood without a moment's warning or without time to appreciate their peril. Others have stamped on their faces the expression of indescribable terror. One family of nine persons has been found tightly locked in each other's arms.

Almost the first thing done by the landing military parties was to make preparations for the cremation of the dead. The soldiers have built enormous funeral pyres of wood, and have heaped on these dead bodies by scores and burned them rapidly. To facilitate combustion and destroy as far as possible the dangerous odour of burning flesh the impromptu crematories are heavily soaked with coal tar and petroleum.

Steamers loaded with half-crazed men, women, and children from districts in the neighbourhood of St Pierre are constantly arriving here. One great misfortune arises from the fact that the island's storehouses of provisions have been swept out of existence, and Martinique must depend on the charity of the world to prevent famine.

HILLS HAVE DISAPPEARED.

St Pierre, Sunday. The bodies of the victims are everywhere to be seen. They lie in divers attitudes, the whole forming a most ghastly spectacle. Many of the bodies appear as though they had been struck by lightning. The geographical conformation of the place has profoundly changed. New valleys have been formed, and hills have disappeared.

AWFUL DESOLATION—THE POPULATION SUFFOCATED.

Fort de France, Monday.—From an interview with Mr Aymes, United States Consul at Guadaloupe, who has visited the scene of the disaster at St Pierre, it appears that Thursday morning found the inhabitants of the city anxiously looking towards the thick clouds surrounding the Mount Pelee crater. During the whole of Wednesday horrible detonations had been heard, which echoed from St Thomas to Barbados. During Wednesday night these had ceased, and only five ashes like rain fell at St Pierre. As this continued, the Governor, M. Mouttet, who was then at Fort de France, tried to stop the panic. He declared that the danger would not increase, and sent a detachment to prevent a general exodus. Later, he went to St Pierre himself with his wife.

The Roraima arrived at St Pierre some time afterwards with ten passengers, including Mrs Stokes, her three children, and Mrs Ince. They were all watching the rain of ashes, when, with a frightful roar and terrific electrical discharges, a cyclone of fire, mud, and steam swept down on the crater and whirled over the town and bay, destroying the vessels at anchor. There the stories stop. Twelve survivors only are in the military hospital at Fort de France, while 30,000 corpses are strewn about or buried in the ruins, or floating in the sea, gnawed by sharks.

The Associated Press steamer, chartered at Guadaloupe, reached Martinique at 6.30 on Sunday morning. The island was hidden behind a huge veil of violet or lead coloured haze. Enormous quantities of wreckage of vessels and houses were met with, and huge trees, and too often floating bodies, with flocks of gulls soaring above and sharks fighting about them, were floating here and there. From behind the volcanic veil came blasts of hot wind, mingled with others ice cold. At Le Precheur, five miles north of St Pierre, canoes with men and women frantic to get away begged for a passage on the steamer. The whole north end of the island was covered with a silver-gray coating of ashes resembling dirty snow. Furious blasts of fire, ashes, and mud swept over the steamer, but finally St Pierre was reached.

The city had stretched nearly two miles along the water, and half a mile back to the cliff, to the base of the volcano, where the houses of the richer French families had been built of stones. The ruins were still burning. In many places were frightful odours of burned flesh.

A landing was effected with great difficulty. Not a house was intact. Everywhere were viscid heaps of mud, of brighter ashes, or piles of volcanic stones. The streets could hardly be traced. Here and there, amid the ruins, heaps of corpses, almost all face downwards, could be seen. In one corner, 22 men, women, and children were mingled in one awful mass, arms and legs protruding as the hapless beings fell in the last struggle with death's agony.

Through the middle of the old Place Bertin ran a tiny stream, the remains of the River Goyave. Great trees, with their roots upwards, and scorched by fire, were strewn in every direction. Huge blocks and still hot stones were scattered about. From under one large stone the arm of a white woman protruded. Most notable was the utter silence, and the awful overpowering stench.

Careful inspection showed that the fiery stream must have contained poisonous gases, which instantly suffocated all who inhaled it, and of other gases burning furiously, for nearly all the victims had their hands covering their mouths, or were in some other attitude, showing they sought relief from suffocation. All the bodies were carbonised or roasted.

GRUESOME SCENES.

A special correspondent of the "Daily Mail" at Guadaloupe, who chartered a special steamer on Saturday to visit St Pierre, in a long telegram supplies a vivid account of the appearance of the ruined town. He says:—As the shore slowly stole into view when we were about three miles off the land the ocean was covered with wreckage, amongst which floated the disfigured corpses of men and women, the prey of thousands of seabirds and ravenous sharks. I afterwards learned they

were probably for the most part the bodies of poor fugitives drowned in attempting an impossible flight through a stormy sea.

When we landed everywhere dead bodies met the sight—bodies of muscular negroes, of delicate women, and of tender children, twisted into shapes of indescribable agony, most with their faces downwards to the ground, as though they had been smitten low instantly or had sought to bar ingress to the asphyxiating fumes. In many places tens and scores of victims could be counted in a single mass of intermingled bodies, eloquently telling stories of the awful death and the mad panic. Here and there fires still burned.

Hours of search failed to permit the identification of the British Consulate, where the Consul (Mr J. Japp), his wife, and a large family all perished.

So hideously transformed are all these poor human remains in St Pierre that of all the tens of thousands who have thus met their doom not a single one has been identified. It is estimated that fully 30,000 persons were burned to death in the city. Plague is threatened unless the thousands of bodies now lying unburied are promptly disposed of.

BRITISH CONSUL AT ST PIERRE. MONTROSE CONNECTION.

Mr James Japp, the British Consul at Martinique, has a strong Montrose connection, being a cousin of ex-Provost Japp and Mr F. M. Japp, two well known townsmen. A son of the late Mr Robert Japp, who for many years was in H.M. Customs in various ports, he was born at Liverpool, and for a period was employed at Nantes, France, by a firm engaged in the fruit trade with the West Indies. Possessed of excellent business qualities and not a little enterprise, he decided to push his fortune abroad, and proceeded to Guadeloupe, one of the French colonies of the West Indies. While there he occupied the position of British Vice-Consul, but about two years ago he was appointed British Consul at Martinique, and took up his abode at St Pierre. He married at Guadeloupe, and as far as is known he and his wife and three children were in that ill-fated town at the time of the disaster. It may be mentioned that Mr Japp has a sister married to Captain Watt, Liverpool, a brother of Mr George Watt, Sheriff Clerk, Dundee.

Reuter's Agency is informed that the relatives of Mr Japp, have received a telegram which leaves no hope for his safety. A letter was received from Mr Japp only last week, stating that he and his family had just returned to St Pierre from a visit to the hot springs, where they had gone on account of Mr Japp's health. The Consul, on his return to St Pierre, wrote that he was no better, and that he was confined to bed. He lived in the Consulate, and with him were his wife and four children—two boys and two girls, the eldest of whom was 13 years of age.

THE ERUPTION IN ST VINCENT. PLANTATIONS AND VILLAGES DESTROYED.

New York, Wednesday.—On the 5th inst. the lake in the old crater of the Soufriere became greatly disturbed. At 2 o'clock in the afternoon of the following day the mountain began a series of volcanic efforts. Severe earthquakes ac-

companied these terrible noises, and detonations succeeded quickly, and at 7 in the evening an immense column of steam issued from the crater, continuing until midnight. On Wednesday morning terrific explosions occurred, and at 7 o'clock there was another sudden violent escape of steam. This ascended for three hours, when a quantity of material was ejected. At noon three craters appeared to open and began to vomit lava. Six streams at once ran down the sides of the mountain, making an awful scene. The mountain laboured heavily for half an hour after the appearance of the lava, and the fire flashed around the edges of the craters. Tremendous detonations followed in quick succession, rapidly merging into a continuous roar. This lasted through Wednesday night until Friday morning. The thundering was heard throughout the Caribbean Sea.

The eruption began on Wednesday. Huge clouds in dark dense columns, charged with volcanic matter, rose to a height of eight miles from the mountain top, and darkness like midnight descended. The sulphurous air was laden with fine dust and black rain of lava, scoriae, rocks, and stones. Numerous bright flashes, marvellously rapid, were seen, and these but intensified the horror inspired by the thunder and earthquake, the roar of the lava, and the rash of falling stones. Large areas of cultivation were buried, and the Wallibon and Richmond plantations and villages were totally destroyed, the former being partly submerged by the sea. On the Windward coast, seven plantations were totally destroyed. The whole of the Carib country in the same locality was covered with ashes and lava to the depth of two and four feet. Nothing green was visible. Besides the vegetation, all live stock and buildings were destroyed, and streams and rivers were dried up. There is now a water and food famine in the island.

Sixteen hundred and twenty deaths are already reported. There are 167 cases in hospital at Georgetown. The deaths were chiefly due to suffocation by sulphurous gases, to lightning, and to burning lava masses. A few of the cases in hospital are likely to recover. It is the greatest calamity in the history of the islands. Planters and their entire families were killed by lightning.

The mutilation of the wounded is simply unimaginable, and too fearful to describe. The country districts are littered with dead bodies.

Kingston and its whole population are safe.

Doctors and nurses have gone to the scenes of distress. The majority of corpses found were covered with ashes, and were so decomposed that they could hardly be approached. They were being buried in trenches, 30 in each.

According to advices from Fort de France, the estimated number of deaths at St Vincent is 2000, most of the victims being Caribs.

Mr Chamberlain has addressed an appeal to the Lord Mayor of London for funds for the relief of the numerous sufferers by the melancholy disaster in St Vincent, saying that, in view of recent calamities, there is no part of the British dominions so truly deserving of the practical sympathy of the people of this country as this island. The Lord Mayor has agreed to open a Mansion-House Fund.

From "The Volcano's Deadly Work"

MONT PELEE AND ITS HARVEST OF DEATH

mud and lava burst through the top of the crater and plunged into the valley of the River Blanche, overwhelming the Guerin sugar works and killing twenty-three workmen and the son of the proprietor. Mr. Guerin's was one of the largest sugar works on the island; its destruction entailed a heavy loss. The mud which overwhelmed it followed the beds of streams towards the north of the island.

The alarm in the city was great, but it was somewhat allayed by the report of an expert commission appointed by the Governor, which decided that the eruption was normal and that the city was in no peril. To further allay the excitement, the Governor, with several scientists, took up his residence in St. Pierre. He could not restrain the people by force, but the moral effect of his presence and the decision of the scientists had a similar disastrous result.

A GRAPHIC DESCRIPTION BY A SUFFERER.

The existing state of affairs during these few waiting days is so graphically given in a letter from Mrs. Thomas T. Prentiss, wife of the United States Consul at St. Pierre, to her sister in Melrose, a suburban city of Boston, that we quote it here:

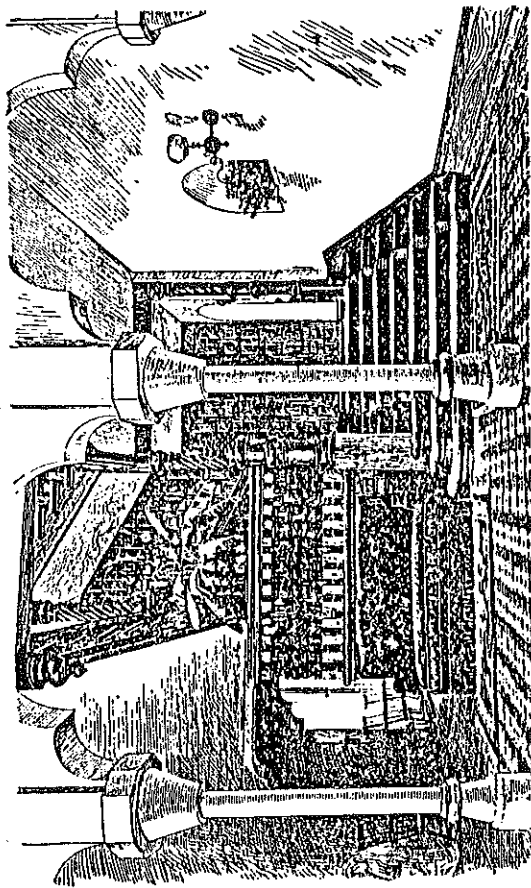
"My Dear Sister: This morning the whole population of the city is on the alert and every eye is directed toward Mont Pelee, an extinct volcano. Everybody is afraid that the volcano has taken into its heart to burst forth and destroy the whole island.

"Fifty years ago Mont Pelee burst forth with terrific force and destroyed everything within a radius of several miles. For several days the mountain has been bursting forth in flame and immense quantities of lava are flowing down its sides.

"All the inhabitants are going up to see it. There is not a horse to be had on the island, those belonging to the natives being kept in readiness to leave at a moment's notice.

From "The Volcano's Deadly Work", C. Morris 1902

"Last Wednesday, which was April 23rd, I was in my room with little Christine, and we heard three distinct shocks. They were so great that we supposed at first that there was some one at the door, and Christine went and found no one there. The first report was very loud, and the second and third were so great that dishes were thrown from the shelves and the house was rocked.



INTERIOR OF A HOME IN ST. PIERRE

"We can see Mont Pelee from the rear windows of our house, and although it is fully four miles away, we can hear the roar of the fire and lava issuing from it.

"The city is covered with ashes and clouds of smoke have been over our heads for the last five days. The smell of sulphur is so strong that horses on the streets stop and snort, and some of them are obliged to give up, drop in their harness and die from suffocation. Many of the people are obliged to wear wet handkerchiefs over their faces to protect them from the fumes of sulphur.

MONT PELEE AND ITS HARVEST OF DEATH

"My husband assures me that there is no immediate danger, and when there is the least particle of danger we will leave the place. There is an American schooner, the *R. J. Morse*, in the harbor, and she will remain here for at least two weeks. If the volcano becomes very bad we shall embark at once and go out to sea. The papers in this city are asking if we are going to experience another earthquake similar to that which struck here some fifty years ago."

THE FATEFUL EIGHTH OF MAY

The writer of this letter and her husband, Consul Prentiss, rushed Mont Pelee too long. They perished, with all the inhabitants of the city, in a deadly flood of fire and ashes that descended on the devoted place on the fateful morning of Thursday, May 8th. Only for the few who were rescued from the ships in the harbor there would be scarcely a living soul to tell that dread story of ruin and death. The most graphic accounts are those given by rescued officers of the *Roraima*, one of the fleet of the Quebec Steamship Co., trading with the West Indies. This vessel had left the Island of Dominica for Martinique at midnight of Wednesday, and reached St. Pierre about 7 o'clock Thursday morning. The greatest difficulty was experienced in getting into port, the air being thick with falling ashes and the darkness intense. The ship had to grope its way to the anchorage. Appalling sounds were issuing from the mountain behind the town, which was shrouded in darkness. The ashes were falling thickly on the steamer's deck, where the passengers and others were gazing at the town, some being engaged in photographing the scene.

The best way in which we can describe a scene of which few lived to tell the story, is to give the narratives of a number of the survivors. From their several stories a coherent idea of the terrible

scene can be formed. From the various accounts given of the terrible explosion by officers of the *Roraima*, we select as a first example the following description by Assistant Purser Thompson:

A TALE OF SUDDEN RUIN

"I saw St. Pierre destroyed. It was blotted out by one great flash of fire. Nearly 40,000 persons were all killed at once. Out of eighteen vessels lying in the roads only one, the British steamship *Roddam*, escaped, and she, I hear, lost more than half on board. It was a dying crew that took her out.

"Our boat, the *Roraima*, of the Quebec Line, arrived at St. Pierre early Thursday morning. For hours before we entered the roadstead we could see flames and smoke rising from Mont Pelee. No one on board had any idea of danger. Captain G. T. Muggah was on the bridge, and all hands got on deck to see the show.

"The spectacle was magnificent. As we approached St. Pierre we could distinguish the rolling and leaping of the red flames that belched from the mountain in huge volumes and gushed high into the sky. Enormous clouds of black smoke hung over the volcano.

"When we anchored at St. Pierre I noticed the cable steamship *Grappler*, the *Roddam*, three or four American schooners and a number of Italian and Norwegian barks. The flames were then spurting straight up in the air, now and then waving to one side or the other for a moment and again leaping suddenly higher up.

"There was a constant muffled roar. It was like the biggest oil refinery in the world burning up on the mountain top. There was a tremendous explosion about 7.45 o'clock, soon after we got in. The mountain was blown to pieces. There was no warning. The side of the volcano was ripped out, and there was hurled

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off by the ships in the harbor. The panic even reached Fort de France, on which city thick showers of dust fell all afternoon and night, while many thousands of people rushed in a panic through the streets, seeking to escape what seemed impending ruin.

Ashes were spouted in great clouds from the crater all day on the 18th. The explosion began on the early morning, when a black column rose above Mont Pelee, accompanied by internal rumblings and a tremor of the earth that sent the sea back from the land in powerful waves.

This column was first caught by a current of air that carried it northward. Then an upper air current swept it back in the opposite direction. Thus it made an immense and well-formed "T," the base of which rested in a cup of flame on the crest of the volcano, from which it sprang. Then the wind veered, and a mantle of darkness was swept westward across the island, enveloping Fort de France, upon which volcanic dust fell to a depth of more than an inch and a half.

So heavy was the dust that filled the air that respiration became a labor, and a fear of suffocation came upon the inhabitants. Great alarm continued for more than four hours, and it was not until the cloud of ashes blew out to sea that confidence was restored.

LIKE A GIGANTIC BLAST FURNACE

All night the summit of Mont Pelee had the appearance of a gigantic blast furnace, at which great forces were working. Flames shot skyward in sheets that at times lighted up the entire island. For a few minutes the fires would drop back into the mouth of the crater, only to reissue with redoubled force.

On the 19th, the American cruiser *Cincinnati*, the naval tug *Potomac*, and the British cruiser *Indefatigable*, left Fort de France

From "The Volcano's Deadly Work", C. Morris
1902

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for St. Pierre, in an endeavor to recover the remains of Thomas T. Prentis, the American Consul, and James Japp, the British Consul, whose bodies had been found at their respective consulates after a long and baffling search. The purpose was to take them to Fort de France for a military funeral.

On their arrival near the ruined city they found the volcano in so frightful a state of activity as to render their enterprise a very perilous one. A party was landed from the *Potomac*, but before the cruiser could anchor, there came several tremendous explosions. Immense quantities of lava poured from the crater, and clouds of dust darkened the sky. The *Indefatigable* at once put to sea.

With steam up the *Potomac* stood ready to run as soon as the rescue party could get out from shore and on board. To the general din it added its note of alarm. The party of rescuers ran along the beach and were taken off by a boat from the tug. They were barely in time. As the steamship got well under way, another flood of fire poured down from Pelee, and a broad stream of lava ran into the sea, while out of the sky rained a storm of rocks and ashes.

A DARING RESCUE PARTY

In spite of the threatening aspect of the volcano, it was determined later in the day to make another attempt to recover the bodies of Mr. Prentis and Mr. Japp. The searching party was divided into two squads. One, led by Ensign Miller, went to the site of the American Consulate, and soon had the body of Mr. Prentis encased in a metallic and hermetically sealed coffin. Six stalwart fellows shouldered the body and started with it for the landing.

In the meantime, another party, led by Lieutenant McCormick, of the *Potomac*, had proceeded to the British Consulate, about half a mile to the northward of the American Consulate.

Fortunately, this was within view of the crater of Mont Pelee. Lieutenant McCormick saw a column of smoke and fire belch from the volcano, down the side of which a stream of molten lava flowed. Directing his men to make all haste back to the *Potomac*, the Lieutenant turned aside to give warning to the party which was carrying away the body of the American Consul. "For God's sake, boys, get to the boat quick if you would save your lives!" he gasped. "The volcano has exploded, and destruction is upon us."

At that instant there was a deafening crash of thunder. It almost seemed as though scores of thunderbolts had been forced into one. As it died away the loud siren of the *Indefatigable*, which was in the roadstead, screamed a warning. The British cruiser almost immediately put out to sea at top speed. Without cessation the whistle of the *Potomac* was blowing. There was another rumble, and the sky was filled with lightning. Then Mont Pelee cast upward a vast column, a mile or more high. By a fortunate turn of the wind the lives of all in the party were saved. The ashes, gas, smoke, and stones, instead of pouring immediately upon them, were carried out over the sea.

BRAVERY OF THE SAILORS.

Working among the ruins were a few Frenchmen, who had remained ashore after their fellows had fled in fright. These men became panic-stricken and some of them were in hysterics. They fell upon their knees, and prayed to be saved from the destruction which they feared was about to fall upon them. Under the circumstances, the presence of mind and bravery of the American sailors was worthy of the greatest praise. They refused to put down their burden.

As rapidly as possible the sailors made their way over the debris to the shore. Once one of them stumbled. His fellows

waited until he could recover himself, when all went on together still bearing the coffin body of the Consul. Half a mile was covered in this manner. Each minute the sky darkened. The heat was beyond comprehension. In the air was volcanic dust that made respiration hard labor.

Finally the distance was covered, and at the end it was discovered that, after all, the body would have to be temporarily abandoned. Heavy seas were sweeping shoreward. It was with great difficulty that the party was taken on board by the *Potomac*, but was accomplished safely and just in time.

A MOST AWE-INSPIRING SIGHT

Straight out to sea for five miles ran the *Potomac*, while aye watched the eruption, the grandest and most awe-inspiring sight ever witnessed by man. There was an inner column of fire that reached perpendicularly into the air. About it was a funnel-shaped mass of ashes and gas, that could be penetrated by the eye only when the flames burned brightest.

Several new craters seemed to have been formed, and from them lava was flowing down to the ocean. As the molten mass reached the water great clouds of steam were raised, and the sinisterness could be heard amid the roar of the eruption.

When the *Potomac* had been put beyond the apparent danger zone an observation was taken. Then the ship was turned up the coast and was run in under the column of death. As close as she could be sent without courting destruction, the *Potomac* went back towards the stream of lava. All about her the sea was boiling, and the steam that came up over the sides was so dense as to make it all but impossible to see through it. Again, a turn was made seaward, but as it was seen that the wind had shifted the

AN ISLAND IN RUINS

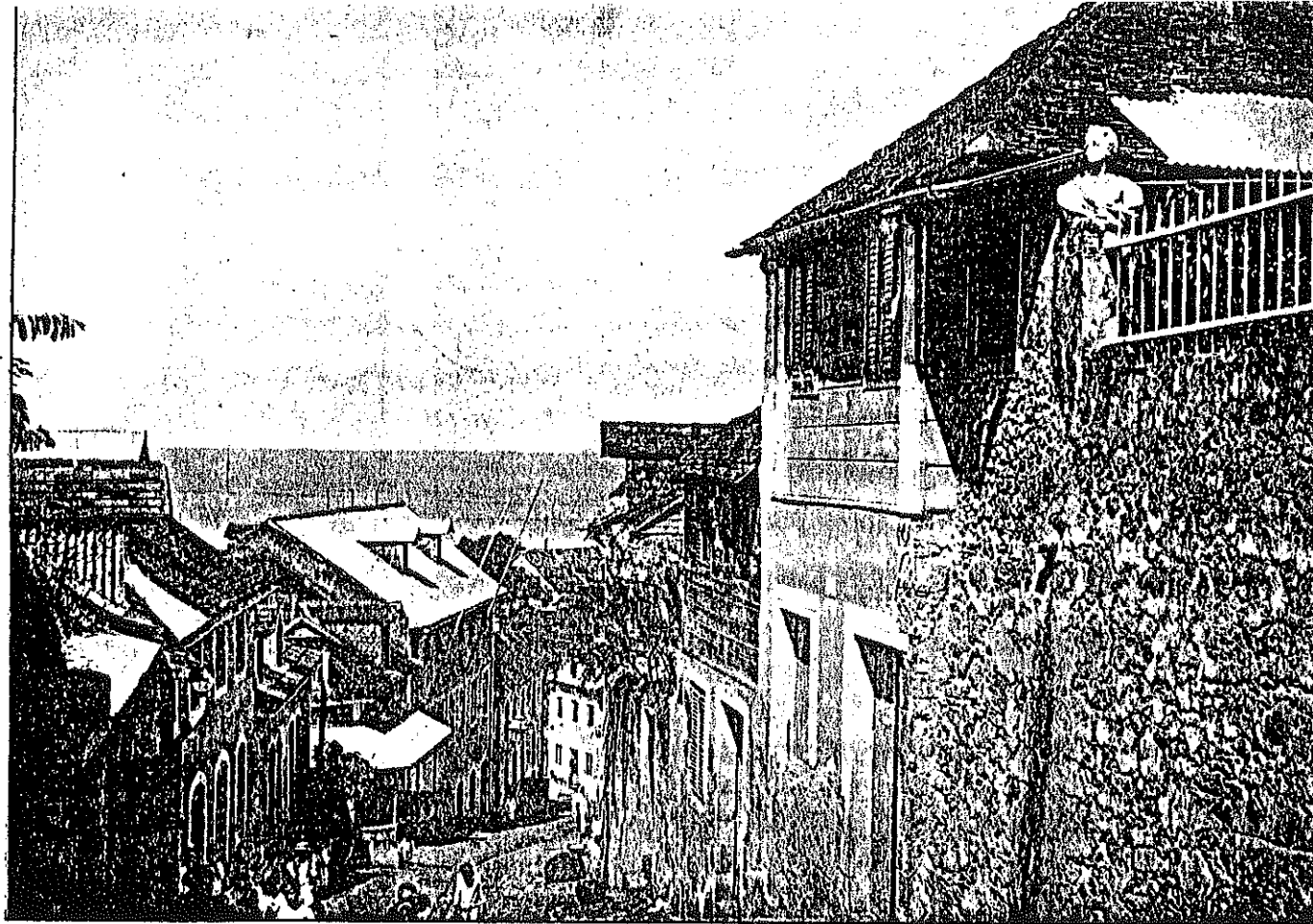
nger from St. Pierre, she ran back to the landing. A party of lers went ashore and brought off the body. The *Potomac* turned with it to Fort de France, where all were then in a panic.

Owing to the hasty retreat that was made from the British insulate, which lay a mile back from the shore, the body of Mr. pp, which had been encoffined, was not recovered.

BURIAL OF CONSUL PRENTIS

Never before was there such a burial as was given to the body Thomas T. Prentis, the American Consul at St. Pierre. The dy, recovered from the ruins (as we have seen) at the risk of the res of the men who were sent ashore from the *Potomac*, was taken the cemetery back of Fort de France. There were brief services the grave, led by Captain McClean, of the *Cincinnati*. About the ave stood officers, marines and sailors from the *Cincinnati* and e *Potomac*. The gloom was made more intense by the knowledge old by each one present that his own life was in imminent danger.

An ominous salute was fired by the volcano that had brought astruction upon the Consul. While the service was being read ere was a succession of deep, sullen detonations that might have ome from great guns belonging to a mighty fleet. As the grave as being filled a cloud of ashes came over the city, and a darkness as of night followed. The volcano had taken part in the arvices over the body of its victim.



STREET OF VICTOR HUGO. A MAIN THOROUGHFARE, ST. PIERRE

SATURDAY, AUGUST 31, 1907.



CAPTAIN J. B. WATT.

Chart-Room Gossip.

A week to-day the world's greatest liner, the *Lusitania*, will sail from Liverpool on her maiden voyage to New York. The voyage will be a history-making one, for despite the enormous dimensions of other large liners the *Lusitania* is really the first of a new class of giant passenger carriers, embracing many new engineering features, especially that of the turbine as applied to high-speed and great tonnage. It is appropriate that the man who will command her is not only the commodore captain of the Cunard fleet, but we believe the commodore of the North Atlantic passenger trade. He has now taken over the *Leviathan* on behalf of the owners, having of course during the trial trips secured an insight into her behaviour. The responsibility of handling this great ship is of course an exceedingly grave one, inasmuch as her size and speed are beyond anything which a shipmaster has had the opportunity hitherto of becoming conversant with. Captain Watt, however, brings to bear upon his command a wealth of experience and skill that may be claimed to be unmatched. He is a type of commander which has made the British mercantile service honoured and admired throughout the world, and created almost sublime confidence amongst travellers.

Like many other successful shipmasters sailing out of Liverpool, Captain Watt is a Scotsman. He is a native of Montrose, and comes of an old seafaring stock. His early days were spent in sail, and he had a thorough experience in windjammers on the North Atlantic trade. He joined the Cunard line as a junior officer in 1873, and has passed through every grade and through most of the principal ships of the company, including the *Umbria*, *Etruria*, *Lucania*, and *Campania*. He went to Glasgow some months ago to watch the final stages of the completion of the *Lusitania*. He will sail next Saturday not only with the good wishes of his firm, but with those of hundreds of nautical and longshore friends.

While referring to this subject we may state that we have excellent authority for announcing that Captain J. Pritchard, of the *Caronia*, has been appointed to take command of the *Mauretania*, the sister-ship of the *Lusitania*. He will, it is understood, proceed in the course of a few days to the Tyne to watch the concluding stages in the fitting of the great liner, and of course to become conversant with her before she goes into active service. Like Captain Watt, Captain Pritchard gained his early experience in sail, joined the Cunard about 1875 as a junior officer, steadily gaining promotion and serving through most of the representative vessels of the company. He will be succeeded by Captain Turner, of the *Ivernia*. Captain Turner is to be succeeded by Lieut. A. G. Dunning, R.N.R., of the *Brescia*, one of the most popular and able commanders in the line. He had been previously in command of different vessels, including the *Syrania* and *Ultoria*, but owing to sickness he temporarily relinquished his position. Upon completing his recovery he was appointed to the *Brescia*.

It is interesting to note that to the *Brescia* there has been appointed in command the gentleman who was recently appointed chief officer of the *Lusitania*. We refer to Lieut. A. H. Rushton, R.N.R., whose zeal and capabilities have been promptly recognised by the company. Captain Rushton is an old Conway boy, and served his time in the sailing ship *Red Gauntlet*, belonging to Messrs. Williamson, Milligan and Co. The senior member of that firm was Mr. John Williamson, J.P., who for so many years was a valued and active director of the Cunard line. It is not yet known who will take Captain Rushton's place on the *Lusitania*, but we are able to announce that Lieut. W. C. Graythorne has been appointed as chief officer of the *Mauretania*, having held the same rank in the *Umbria*.

OBITUARY.

It is with great regret that we announce that two members of the Council "went out with the tide" during the month of June.

CAPTAIN J. B. WATT.

Captain James Birnie Watt, late Commodore of the Cunard fleet and first Master of the "Lusitania," died at Las Palmas suddenly on Wednesday, 9th June. The Captain, who retired to his room about 10-0 o'clock, had a sudden heart attack and, before the doctor's arrival, passed away.

Captain Watt was born at Montrose in 1843, and passed as Master at Liverpool in 1866. In the same year he was appointed Mate of the "William Prowse," of which vessel he became Master

470

OBITUARY.

in 1868, that being his first command. Between 1885 and 1909 he commanded many of the best known Cunard liners, including the "Aurania," "Pavonia," "Servia," "Sylvania," "Campania," "Etruria," "Ivernia," "Umbria," "Lucania," and "Carmania," and on September 5th, 1907, he was appointed to the command of the "Lusitania," the vessel which was destined to recover for Great Britain the Atlantic speed record, which had for several years previously been held by Germany, and was later on May 7th, 1915, to be the most famous victim of the German submarine campaign against merchant shipping.

Captain Watt retired from the Cunard service in 1909, the passengers who sailed with him on his last voyage in the "Lusitania" presenting him with a congratulatory address. He then made a prolonged tour through the United States, taking a special interest in the steamship service on the Great Lakes, where his eldest son, formerly in command of the "Sotra," belonged, to Messrs. Japp & Kirby, held a responsible position. From Chicago he then went South, and spent the winter in Florida. Captain Watt first joined the Association in 1889, and was elected to membership of the Council on the 5th May, 1903. He always took a keen interest in its work till of late years, when failing health compelled him to somewhat relinquish his grasp upon public affairs.

LIVERPOOL COURIER.

JUNE 12, 1920.

LUSITANIA'S FIRST CAPTAIN.

Death of Ex-Commodore of Sunard Fleet

Very general regret will be felt throughout the Merseyside shipping community, particularly this belonging to the Mercantile Marine Service Association, at the announcement that Captain James Birnie Watt, late commodore of the Cunard fleet and first master of the Lusitania, died at Las Palmas suddenly on Wednesday night.

Captain Watt, who was a member of the Council of the Mercantile Marine Service Association and resided some years ago at Mount Pleasant, Axton, was born at Montrose, in 1843, and passed as master at Liverpool in 1866. In the same year he was appointed mate of the William Prowse, of which vessel he became master in 1868, that being his first command.

Between 1885 and 1909 he commanded many of the best known Cunard liners, including the Aurania, Pavonia, Servia, Sylvania, Campana, Etruria, Ivernia, Umbria, Lucania, and Carmania. On September 5, 1907, he was appointed to the Lusitania, which he commanded on her maiden voyage. This vessel was destined to recover for Great Britain the Atlantic record, which had for several years previously been held by Germany, and was later (on May 7th, 1915) a victim of the German submarine campaign against merchant shipping.

Captain Watt retired from the Cunard service in 1909, the passengers who sailed with him on his last voyage in the Lusitania presenting him with a congratulatory address. He first joined the Mercantile Marine Service Association in 1889 and was elected to membership of the Council on the 5th May, 1903.

Daily Post & Mercury.

FRIDAY, NOVEMBER 13, 1910.

DEATH OF MR. A. W. WATT.

SAD END OF PROMISING CAREER.

We greatly regret having to announce the death at Rincon Antonio, Mexico, of Mr. A. W. Watt, the marine superintendent in Mexico of Sir Westman Pearson and Co., and son of Captain J. B. Watt of Oxtou, the well-known and highly respected Cunard commander, and until his retirement the commodore of that line. The deceased gentleman served his apprenticeship in Liverpool with Messrs. Japp and Kirby. Last year he was appointed to take charge of the London office of Sir Westman Pearson and Co., and subsequently he went out to Antonio, Mexico, as marine superintendent there of that company. The sad news was received in London on Wednesday by Mr. J. B. Watt, whose message, couched in terms of sincere sympathy with the bereaved family, stated that Mr. Watt had died on Monday at Rincon Antonio Hospital from blood poisoning, caused by a wound in the leg, sustained through a fall at Coatzacoalcas three weeks before. The sad event has cut short a career which promised much usefulness and distinction, and has deprived the firm which he represented of a servant of high character and great capacity. To the bereaved father, especially, who recently lost a lifelong companion by the death of his wife, the sympathy of a large circle of friends will be extended in his great additional sorrow at the unexpected and premature death of a brilliant son. And it will be some satisfaction that he was so highly thought of by his employers, who have expressed in no stinted terms their appreciation of his work and ability.

REGISTER OF APPRENTICES

NAME AND DESCRIPTION	DATE OF EXPIRY		1875		1876		1877	
	EXP.	OF	OUT HOME	OUT HOME	OUT HOME	OUT HOME	OUT HOME	OUT HOME
<p><i>Jaype. Alexander</i> Born at <i>Spool</i> Aged 14 Bound 25.5.75 Registered 25.5.75 in <i>London</i> Term 4 Years To whom Bound <i>John Coppland, S.O.</i> 12, Tower Chambers, Water St. Spool</p>	1879		F 29/10/75 24/6	F 2/10/75 18/2	F 2/10/75 18/2	F 29/10/75 18/2	F 29/10/75 18/2	F 29/10/75 18/2
<p><i>Jimpmson. John William</i> 1879 Born at <i>Manchester</i> Aged 17 Bound 28.5.75 Registered 2.6.75 in <i>London</i> Term 4 Years To whom Bound <i>J. H. Carmichael & Co. S.O.</i> <i>Greenock</i></p>	1879		F 25/10/75 19/6	F 25/10/75 19/6	F 25/10/75 19/6	F 25/10/75 19/6	F 25/10/75 19/6	F 25/10/75 19/6
<p><i>Jack. Alexander</i> Born at <i>Airdrie</i> Aged 17 Bound 16.6.75 Registered 17.6.75 in <i>London</i> Term 4 Years To whom Bound <i>James Guthrie, S.O. Brimsdown Gardens</i> <i>Walthambridge</i></p>	1879		F 25/10/75 19/6	F 25/10/75 19/6	F 25/10/75 19/6	F 25/10/75 19/6	F 25/10/75 19/6	F 25/10/75 19/6
<p><i>Johnson. William</i> Born at <i>Kingston upon Hull</i> Aged 14 Bound 28.6.75 Registered 30.6.75 in <i>London</i> Term 5 Years To whom Bound <i>C. S. Bowring & S.O. Liverpool</i></p>	1880		F 25/10/75 19/6	F 25/10/75 19/6	F 25/10/75 19/6	F 25/10/75 19/6	F 25/10/75 19/6	F 25/10/75 19/6

* Did not join 1.6.77 in London
for 6/77
* D. 25/10/75 "Medea" 7.6.77 in London
for 6/77

Cancelled (139)
in London 1.5.76 Ind. recd 1.5.76

NAME AND DESCRIPTION

REMARKS

D-40

see 11/17/81
Exm. 2

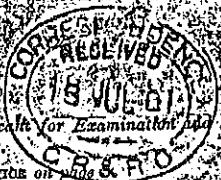


ISSUED BY
THE BOARD OF TRADE,
In pursuance of the
Merchant Shipping Act, 1854.

Port of Liverpool

Notation No.
901

APPLICATION TO BE EXAMINED
FOR A
CERTIFICATE OF COMPETENCY
AS
MASTER OR MATE



NOTE.—Divisions (A.), (B.), (C.), (D.), (E.), and (G.) of this Paper are to be filled up by the Applicant for Examination and handed to the Examiners with his Testimonials and former Certificate, if any.
Before filling in the required particulars the Applicant should read carefully the notice on page 2.

010397

(A.)—Name, &c., of Applicant.

Christian Names at full length. 1.		Surname. 2.	Permanent Address, stating Town, Street, and No. of House, and name of Person (if any) with whom residing. 3.	
<u>Alexander</u>		<u>Japp</u>	<u>72 Bridge Street Birkenhead</u>	
Date of Birth.				
Day 4.	Month. 5.	Year. 6.	Town. 7.	County. 8.
<u>14th</u>	<u>February</u>	<u>1862</u>	<u>Liverpool</u>	<u>Lancashire</u>

(B.)—Particulars of all previous Certificates (if any), whether issued in the United Kingdom, the British Possessions, or elsewhere.

Number. 9.	"Competency," "Service," or "R.N.R." now or formerly. 10.	Grade. 11.	For "Fore and Aft" or "Square" Rigged Vessels or Steamships. 12.
<u>11</u>	<u>"</u>	<u>2nd Mate</u>	<u>Square rigged</u>

(C.)—Certificate now required.

Grade. 13.	For "Fore and Aft" or "Square" Rigged Vessels or Steamships. 14.	Mercantile Marine Office to which it is to be sent. 15.
<u>Second Mate</u>	<u>Square Rigged</u>	<u>Liverpool</u>

(D.)—If Applicant has failed in a previous Examination for the Certificate now required, he must here state when and where. If he has not Failed he must state so in writing across this Division.

Day. 16.	Month. 17.	Year. 18.	Port. 19.	Subjects in which he failed. 20.
<u>11th</u>	<u>July</u>	<u>1881</u>	<u>Liverpool</u>	<u>Navigation</u>

(E.)—Declaration to be made by Applicant.

(TAKE NOTICE. Any person who makes, procures to be made, or assists in making, any false representation for the purpose of obtaining for himself or any other person a Certificate either of Competency or Service, is for each offence liable to be punished as for a Misdemeanor.)

I do hereby declare, that the particulars contained in Divisions (A.), (B.), (C.), (D.), and (G.) of this Form are correct and true to the best of my knowledge and belief, and that the PAPERS enumerated in Division (G.) and sent with this Form are true and genuine documents, given and signed by the persons whose names appear on them. I further declare that the Statement (G.) contains a true and correct account of the whole of my services at Sea, without exception.

And I make this Declaration conscientiously believing the same to be true.

Dated at Liverpool this 13th day of July 1881.

Signed in the presence of the Superintendent of the Mercantile Marine Office.

Alexander Japp

Signature of Applicant.

72 Bridge Street Birkenhead

Present Address.

(F.)—Superintendent to Examiner.

The Declaration (E.) above was signed in my presence, and the Fee of 1/- received by me.

Dated at Liverpool this 13th day of July 1881.

William H. Thomas

Superintendent.

(G.)—List of Testimonials and Statement of Service from first going to Sea.

(The Testimonials to be numbered consecutively according to the number given in Column 21 below.)

No. of Testimonial (if any).	Ship's Name.	Rig.	Tonnage.	Port of Registry and Official No.	Service of Applicant:						Remarks.	Initials of Verifier.
					Rank.	Date of Com- mence- ment.	Date of Termi- nation.	Time in each Ship.				
								Years.	Months.	Days.		
21.	22.	23.	24.	25.	26.	27.	28.	29.	30.	31.	32.	33.
	City of Agra	Ship	1043	Liverpool	2914	Apr 25 57	25 57	14	0	0		
	do	do	do	do	do	Apr 25 57	14 50	10	11			
	Liverpool	do	1175	do	49881	3 Mar 58	31 58	1	0	2		
Total Service at Sea								5	10	13		
Time served for which Certificates are now produced								5	10	13		
Time served for which no Certificates are produced												

(H.)—CERTIFICATE OF EXAMINER.

NOTE.—The Examiner should fill up Division (H.), and in all cases as soon as possible forward this Paper to the Registrar General of Shipping and Seamen, 82, Basinghall Street. If the Applicant passes, his Testimonials and previous Certificate, if any, must be sent with this Paper to the Registrar General. The new Certificate and the Testimonials will be delivered to the Applicant at the Office named in Division (C), column 15.

Date and Place of Examination.		Insert passed or failed in each Column.				Rank for which passed.
Date.	Place.	Colour Test.	Navigation.	Seamanship.	If failed in Seamanship state how much further Sea Service (if any) must be performed.	
34.	35.	36.	37.	38.	39.	40.
14-7-81	Liverpool	Passed	Passed	Passed		2 nd

I hereby certify that the particulars contained in Division (H.) are correct.

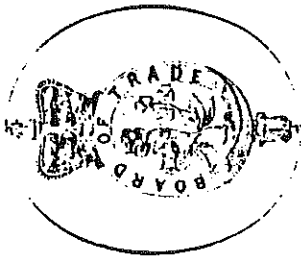
This Form and the Testimonials are forwarded to the Registrar General of Seamen.

Dated this 16th day of July 18 81

To the Registrar General of Shipping and Seamen,
82, Basinghall Street, E.C.

Wm. Henderson

Signature of
Examiner.



By The Lords of the Committee of Privy
Council for Trade.

Certificate of Competency
as
SECOND MATE.

Co Alexander Japp

Whereas it has been reported to us that you have been found
duly qualified to fulfil the duties of Second Mate in the Merchant Service
we do hereby, in pursuance of the Merchant Shipping Act 1854 grant
you this Certificate of Competency.

By Order of The Board of Trade

this Eighteenth day of July 1881

Countersigned

Thomas Gray
One of the
Assistant Secretaries
to the
Board of Trade.

W. D. Registrar General

Registered at the Office of the Registrar General of Shipping and Seamen.

W. D.

2
73
19.7.21

Port of Certificate **010397**

Address of Owner 42 Bridge & Freshwater, Blackhead

Date and Place of Birth 1862 Liverpool

Signature Alexander Japp

This Certificate is given upon an Ordinary Examination passed at
Liverpool on the fourteenth day of July 1881.

Every person who makes or procures to be made, or assists in making any false Representation for the Purpose of obtaining for himself or for any other Person a Certificate, either of Competency or Service, or who forges, assists in forging or procures to be forged, or fraudulently alters, assists in fraudulently altering, or procures to be fraudulently altered, any such Certificate or any Official Copy of any such Certificate, or who fraudulently makes use of any such Certificate or any Copy of any such Certificate which is forged, altered, cancelled, suspended, or to which, he is not justly entitled, or who fraudulently lends his Certificate to or allows the same to be used by any other person, shall for each offence be deemed guilty of Misdemeanour, and may be summarily punished by imprisonment with or without hard labour for a period, not exceeding six months, or by a penalty not exceeding £100, and any Master or Mate who fails to deliver up a Certificate which has been cancelled or suspended is liable to a penalty not exceeding £50.

N.B. Any person other than the owner thereof becoming possessed of this Certificate is required to transmit it forthwith to the Registrar General of Shipping and Seamen, 82, Basinghall Street, London, E.C.

Issued at the PORT of Liverpool on the 19th day of July 1881.

James Willmshurst
Registrar

EXH. 2.



ISSUED BY
THE BOARD
OF TRADE
In
pursuance of
the Merchant
Shipping
Act, 1854.

Port of Liverpool

APPLICATION TO BE EXAMINED

FOR A

Certificate of Competency as Master or Mate.

Rotation No.

1259

NOTE.—This form can be obtained at any Mercantile Marine Office, free of charge. Divisions (A.), (B.), (C.), (D.), (E.), and (G.) of this Paper are to be filled up by the Applicant for Examination and handed to the Examiners, with his Testimonials, and former Certificate, if any. No remuneration or gratuity whatever must be offered to, or received by, any person in the name of the Board of Trade beyond the fees mentioned in the Regulations. Any officer, messenger, or servant of the Board of Trade who offers or receives any present or gratuity will be immediately discharged from his office, and any Candidate so offering money will be liable to be punished as mentioned in par. 13, at the back of this form.

Before filling in the required particulars the Applicant should read carefully the notes on pages 3 and 4.

(A.)—Name, &c., of Applicant.

Christian Names at full length. 1.		Surname. 2.	Permanent Address, Street, and No. of House, and name of Person (if any) with whom residing. 3.	
<u>Alexander</u>		<u>Japfo</u>	<u>146 Bedford St South</u> <u>Liverpool</u>	
Date of Birth.		Where born.		
Day. 4.	Month. 5.	Year. 6.	Town. 7.	County. 8.
<u>14</u>	<u>Feb</u>	<u>1862</u>	<u>Liverpool</u>	<u>Lancashire</u>

(B.)—Particulars of all previous Certificates (if any), whether issued in the United Kingdom, the British Possessions, or elsewhere.

Number. 9.	Competency, "Service," or "R.N.R." now or formerly. 10.	Grade. 11.	For "Fore and Aft" or "Square" Rigger Vessels or Steamships, or other class of Vessel. 12.	Where issued. 13.	Date of issue. 14.	If at any time suspended or cancelled, state by what Court or Authority. 15.	Date. 16.	Cause. 17.
<u>01039</u>	<u>Competency</u>	<u>2nd</u>	<u>Square</u>	<u>Liverpool</u>	<u>18 July 1887</u>	<u>Never</u>		

(C.)—Certificate now required.

Grade. 18.	For "Fore and Aft" or "Square" Rigger Vessels or Steamships. 19.	Mercantile Marine Office to which it is to be sent. 20.
<u>1st Mate</u>	<u>Square</u>	<u>Liverpool</u>

(D.)—If Applicant has failed in a previous Examination for the Certificate now required, he must here state when and where. If he has not failed he must state so in writing across this Division.

Day. 21.	Month. 22.	Year. 23.	Port. 24.	Subjects in which he failed. 25.
<u>26</u>	<u>Oct</u>	<u>1885</u>	<u>Liverpool</u>	<u>Navigation</u>

(E.)—Declaration to be made by Applicant.

(TAKE NOTICE. Any person who makes, procures to be made, or assists in making, any false representation for the purpose of obtaining for himself or any other person a Certificate either of Competency or Service, is for each offence liable to be punished as for a Misdemeanour.)

I do hereby declare that the particulars contained in Divisions (A.), (B.), (C.), (D.), and (G.) of this Form are correct and true to the best of my knowledge and belief; and that the PAPERS enumerated in Division (G.) and sent with this Form are true and genuine documents, given and signed by the persons whose names appear on them. I further declare that the Statement (G.) contains a true and correct account of the whole of my services at Sea, without exception.

And I make this Declaration conscientiously believing the same to be true.

Dated at Liverpool this 30 day of October 1885

Signed in the presence of the Superintendent of the Mercantile Marine Office

A Japfo
146 Bedford St South
Liverpool
Signature of Applicant.
Present Address.

(F.)—Superintendent to Examiner.

The Declaration (E.) above was signed in my presence, and the Fee of £ 10/11 received by me.

Dated at Liverpool this 30th day of October 1885

Chas Japfo
Superintendent.

(2)

(G.)—List of Testimonials and Statement of Service at Sea.

(The Testimonials to be numbered consecutively, according to the number given in Column 26 below.)

No. of Testimonial (if any).	Ship's Name.	If Service on Board Ship.			Service of Applicant.						Trade in which employed.	Remarks.	Initials of Verifier.
		Rig	Tonnage.	Port of Registry and Official No. of Ship	Capacity.	Date of Commencement.	Date of Termination.	Time employed in this Service.					
								Years.	Months.	Days.			
26.	27.	28.	29.	30.	31.	32.	33.	34.	35.	36.	37.	38.	39.
	City of Agra	Ship	1073	Liverpool	3rd Mate	27/1/79	7/4/80				✓		
	Shulton	Ship	445	Liverpool	3rd Mate	29/1/80	3/1/81				✓		
010397	Fylde	Barque	364	Hutchinson	2nd Mate	4/4/81	23/2/82	5	9		✓	✓	
	Knights Templar	Barque	443	Liverpool	2nd Mate	24/5/82	7/10/82	4	12		✓	✓	
	St Valparaiso	Ship	2283	Liverpool	2nd Mate	23/8/82	6/2/82	1	13		✓	✓	
	Hankow	Ship	2331	London	8th Mate	9/4/82	19/3/83	3	10		✓	✓	
	"	"	"	"	"	18/4/83	13/1/83	6	25		✓	✓	
	Coniston	"	1490	London	"	11/2/83	5/4/84	3	25		✓	✓	
	"	"	"	London	2nd Mate	1/8/84	2/4/84	3	2		✓	✓	
	Normanton	"	1533	London	"	4/8/84	14/10/84	2	8		✓	✓	
					"	24/12/84	23/8/85	8	0		✓	✓	
Total Service at Sea								10	5	0			
Time served for which Certificates are now produced								3	2	14			
Time served for which no Certificates are produced								6	2	10			

(H.)—CERTIFICATE OF EXAMINER.

NOTE.—The Examiner should fill up Divisions (H.) and (I.), and in all cases as soon as possible forward this Paper to the Registrar General of Shipping and Seamen, 82, Basinghall Street, E.C. If the Applicant passes his Testimonials and previous Certificate, if any, must be sent with this Paper to the Registrar General. The new Certificate and the Testimonials will be delivered to the Applicant at the Office named in Division (C.), col. 20.

Date and Place of Examination.		Insert passed or failed in each Column.				Rank for which passed.
Date.	Place.	Colour Test.	Navigation.	Seamanship.	If failed in Seamanship state how much further Sea Service (if any) must be performed.	
40.	41.	42.	43.	44.	45.	46.
2/11/85	Liverpool	Passed	Passed	Passed		1st

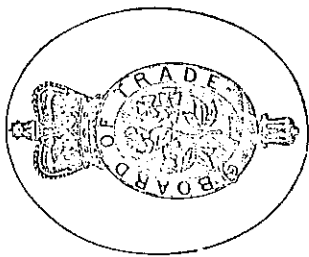
(I.)—Personal Description of Applicant.

Height.		Complexion.	Personal Marks or Peculiarities, if any.	Colour of	
Foot.	Inches.			Hair.	Eyes.
47.	48.	49.	50.	51.	52.

I hereby certify that the particulars contained in Divisions (H.) and (I.) are correct.
This Form and the Testimonials are forwarded to the Registrar General of Shipping and Seamen.

Dated this 6 day of November 1885

Harry Henderson
Signature of Examiner.



By The Lords of the Committee of Privy
Council for Trade.

Certificate of Competency

^{as}
FIRST MATE.

To Alexander Japp

Whereas it has been reported to us that you have been found duly
qualified to fulfil the duties of First Mate in the Merchant Service, we
do hereby, in pursuance of the Merchant Shipping Act, 1854, grant you this
Certificate of Competency.

By Order of the Board of Trade,

this 4th day of November 1885.

Countersigned,

One of the
Assist. Secretaries
to the
Board of Trade.

Thomas Japp

Registrar General.

Registered at the Office of the Registrar General of Shipping and Seamen. W

No. of Certificate

010397

Address of Owner 166 Bedford Street, Liverpool

Date and Place of Birth 1862 Liverpool

Signature Alexander Japp

This Certificate is given upon an Ordinary Examination passed at Liverpool on the 2nd day of November 1885.

Every person who makes, or procures to be made, or assists in making any false Representation for the Purpose of obtaining for himself or for any other Person a Certificate either of Competency or Service, or who forges, assists in forging, or procures to be forged, or fraudulently alters, assists in fraudulently altering, or procures to be fraudulently altered, any such Certificate or any Official Copy of any such Certificate, or who fraudulently makes use of any such Certificate or any Copy of any such Certificate which is forged, altered, cancelled, suspended, or to which he is not justly entitled, or who fraudulently lends his Certificate to or allows the same to be used by any other person, shall for each offence be deemed guilty of a Misdemeanor, and may be summarily punished by imprisonment with or without hard labour for a period not exceeding Six Months, or by a penalty not exceeding £100, and any Master or Mate who fails to deliver up a Certificate which has been cancelled or suspended is liable to a penalty not exceeding £50.

N.B.—Any person other than the Owner thereof becoming possessed of this Certificate is required to transmit it forthwith to the Registrar General of Shipping and Seamen, 82, Basinghall Street, London, E.C.

Issued at the Port of Liverpool on the 9th day of November 1885
 W. J. Japp Supt
 Mr. Main Office

Exn. 23.
(late D.D.)



ISSUED BY
THE BOARD OF TRADE.
In pursuance of the
Merchant Shipping Acts,
1873.

Port of Liverpool

APPLICATION FOR RENEWAL

OF THE CERTIFICATE OF A

MASTER, MATE, OR ENGINEER.

N.B.—This Form can be obtained at any Mercantile Marine Office, free of Charge. When the Divisions (A.), (B.), and (C.) have been filled in according to the printed headings, the form is to be returned to the Superintendent from whom it is received. If the Information given is satisfactory the Certificate will be sent within 10 days to the Mercantile Marine Office named by the Claimant in Division (D.) below.

No. of
former Certificate.

010394

Whether Master,
Mate, or Engineer.

1st Mate



(A)

NAME, &c., OF APPLICANT.

Name of Applicant.			Address of Applicant.		
Christian Name. 1.	Surname. 2.	No. of House. 3.	Name of Street or Place. 4.	Town and County. 5.	
Alexander	Japp.	166	Bedford St South	Liverpool Lancashire	
When born.			Where born.		
Year. 6.	Month. 7.	Date. 8.	Town. 9.	County. 10.	
1862	February	14 th	Liverpool	Lancashire	

(B)

PARTICULARS OF SERVICE.

Name of last Ship. 11.	Port of Registry of last Ship and Official No. 12.	Rating on board last Ship. 13.	Description of Last Voyage.			
			From 14.	To 15.	Commenced 16.	Ended 17.
Californian ss	Liverpool	3 rd Mate	Liverpool	W. Indies &c	15/8/86	23/7/86
SOME OTHER VESSELS IN WHICH APPLICANT HAS SERVED.						
Name of Ship. 18.	Port of Registry and Official No. 19.	Rating on board. 20.	Whether in Foreign, Home, or Coasting Trade. 21.	Service.		
				Commenced 22.	Ended 23.	
Andean	Liverpool	3 rd M	Foreign	Nov 85	April 86	
Normanton.	London	2 nd M	Foreign	2 voyages Dec 84	Oct Sep 85	

(C.)

DECLARATION TO BE MADE BY APPLICANT BEFORE A MAGISTRATE.

CAUTION.—Every person who makes or procures to be made, or assists in making any false representation for the purpose of obtaining a Certificate either of Competency or Service, is liable either to be prosecuted for a misdemeanor, or to be summarily punished before a Magistrate by a penalty not exceeding 100l., or by imprisonment with or without hard labour for a period not exceeding six months.

I A. Japp of Lancaster
do hereby solemnly and sincerely declare

1 Insert the word Competency or Service.

2 Here state the place, date, occasion, and cause of the Loss of the Certificate.

(1.) That my Certificate was a Certificate of 'Competency', and that it was numbered 010397

(2.) That the said Certificate was ~~lost~~ destroyed at sea by rats

on the passage home from Baltimore

in SS Californian

Portion of Certificate herewith

Damaged portion of Certificate

(3.) That the statements made herein and in Divisions (A.) and (B.) above are correct and true to the best of my knowledge and belief; and I make this solemn Declaration conscientiously believing the same to be true, and by virtue of the provisions of an Act made and passed in the sixth year of the reign of His late Majesty King William the Fourth, entitled "An Act to repeal an Act of the present Session of Parliament, entitled 'An Act for the more effectual abolition of Oaths and Affirmations taken and made in various departments of the State, and to substitute Declarations in lieu thereof, and for the more entire suppression of voluntary and extra-judicial oaths and affidavits;' and to make other provisions for the abolition of unnecessary oaths."

Declared and subscribed at Liverpool in the county of Lancaster this 28th day of July 1886

Alexander Japp Signature.
Before me Alfred J. Japp Deputy Superintendent,
Magistrate's Signature.

(D.)

CERTIFICATE BY SUPERINTENDENT.

I hereby certify

That the Applicant wishes his renewed Certificate sent to the Superintendent of the Mercantile Marine Office at Liverpool

Dated this 28th day of July 1886

The Registrar General of Shipping and Seamen.

J. Mantle Superintendent.

(E.)

DIRECTION BY REGISTRAR GENERAL OF SHIPPING AND SEAMEN.

The Certificate is enclosed; the fee to be charged is Nie

To the Superintendent
Mercantile Marine Office,
Liverpool

Dated this 19th day of August 1886

E. A. Hunt Registrar General of Shipping and Seamen.

(F.)

SUPERINTENDENT'S RECEIPT FOR THE FEE.

Received from the applicant this _____ day of _____ the sum of _____

Superintendent.

NOTE.—This Form is to be returned to the Registrar General of Shipping and Seamen, with the counterpart of the Certificate.

DataMarine

61 Nursery Road, Knaphill, Woking, Surrey GU21 2NW
Telephone, Voicemail and Fax: 01483 827277
email: 101633.3363@compuserve.com

1 December 1996

Red 12/23/96

Dear Mr Valentine

I enclose the information, now complete, into the records of James Birnie Watt, and Alexander Japp. I also have pleasure in enclosing for your interest and at no charge, a copy of the entry in the registers of Apprentices which I feel you will find of great interest.

The records searched for the service record of Alexander Japp were as followed:

18567/50	1888	1895
18567/65	1896	1903
18567/80	1904	1911
18568/8mf	1911 onwards (microfilms)	
18568/19mf	1911 onwards (microfilms)	

These are registers recording the service of Captains registered by Lloyds in their series of Captains' Registers and are held at the Guildhall Library, London.

They gave the following information:

Alexander JAPP, born Liverpool in 1862. Awarded certificate, Liverpool no 010397 of 1889. Voyages were listed between 1889 and 1900.

The voyages listed were as follows. Please note that voyages ^hwhere he was recorded as serving as Mate only have been marked in red. Dates referring to discharges of duty have been marked in blue. The remaining entries are for voyages on which he served as Master, and unmarked dates are commencements of voyages. Please note too that the dates are given with the day of the month first, followed by the number of the month in usual English style - ie 5/7 represents 5th July.

1889	Briscoe	<u>29/7; 30/9; 6/12</u>
1890	Briscoe	<u>18/2; 2/6; 27/8; 22/10</u>
1891	Briscoe	<u>21/1; 24/4</u>
1892	Cape Colonna	<u>10/1</u>
1893	Cape Colonna	<u>7/1</u>
1894	Arabistan	<u>6/7; 19/10</u>
1895	Arabistan	<u>14/3; 12/7; 19/11</u>
1896	Wilderspool	<u>23/1; 30/9; 8/12</u>
1897	Wilderspool	<u>30/1; 26/4; 26/11</u>
1898	Heronspool	<u>14/2; 11/8</u>
	Shahristan ex Heronspool	<u>12/12</u>
1899	Shahristan	<u>11/3; 24/4; 22/8</u>
1900	Shahristan	<u>5/1; 30/4; 30/8</u>

*Served as Mate on
these voyages*

*Served as Master
on these voyages*

You will see from the enclosed photocopy that he made his first recorded voyage on the vessel City of Agra, as an apprentice, on 24 May 1875. He was bound as an apprentice to Messrs John Coupland, of 12 Tower Chambers, Water Street, Liverpool for a term of 4 years beginning on the 25 May 1875 when he was aged 14 years.

You asked me to find out the details of the first few and last few vessels on which he served. I have pleasure in offering you the following information:

City of Agra, on 29149 was a sailing vessel, built in West Hartlepool in 1860 and registered in Liverpool, the registered owners being Coupland Bros, of 56 Tower Buildings, Liverpool. She was 1074 tons register.

Briscoe on 86081 was built of iron in 1882 in Jarrow. She was a steam vessel, of dimensions 292.5 x 38.3 x 23.7. Her gross tonnage 2226, with a 250 screw. She was owned by John E Bowser, 46 Sandhill, Newcastle on Tyne.

Cape Colonna on 96138 was built at Willington Quay in 1889, and registered in Newcastle the same year. She was of steel, dimensions 312 x 40.5 x 21.0, and was 2707 gross tonnage with a 300 screw. Her registered owners were John D Milburn, of Newcastle on Tyne.

Arabistan on 98203 was built at Linthouse in 1893 and registered in Swansea. She was of steel construction, 325 x 42 x 26, with gross tonnage of 3194 and 500 screw. She was registered to the Anglo Arabian and Persian Steamship Co Ltd, of Bishopsgate House, Bishopsgate Street, and was managed by Frank Strick.

Wilderspool was registered at Liverpool in 1894, having been built in Sunderland that year. She was of steel, with dimensions 310 x 42.9 x 19.2 and gross tonnage of 2804, 248 screw. She was owned by the Wilderspool Steamship Co Ltd, whose registered office was 26 Chapel Street, Liverpool. She was managed by Francis V Japp. (Are you aware of this I wonder?)

There were no details given in the register of Heronspool but she became Shahristan, for which the details were as follows:

Shahristan (ex Heronspool on 106842) Built in Sunderland 1897 of steel construction, registered in Swansea, with dimensions 310 x 42.9 x 19.2 with gross tonnage of 2893 and 245 screw. She was owned by the Anglo Algerian Steamship Co (1896) Ltd, and managed by Frank C Strick at 24 Leadenhall Street, City of London.

The records of James Birnie Watt are of course very full. The voyages are as follows, using the same methods as shown above to differentiate between Master and Mate. The records searched were as follows:

18567/15	1851-1873
18567/27	1874-1879
18567/42	1880-1887
18567/57	1888-1895
18567/72	1896-1903
18567/87	1904-1911

All the above records were original registers.

James Birnie Watt, born Montrose, 1843. Passed Liverpool, certificate no 25,325

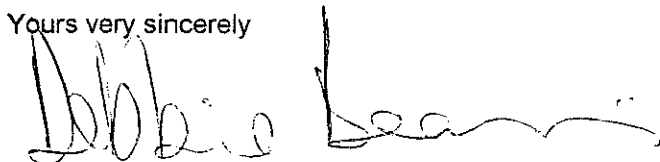
1866	William Prowse	26384	
1867	William Prowse		
1868	William Prowse		
1869	Baldovan	60790	
1870	Baldovan		6/6, 5/8; (Disch August 14 before sailing)
1871	Baldovan		25/8
1872	Baldovan		27/6
	<u>Westmoreland</u>	63325	31/12
1873	<u>Calabria</u>	19492	4/6, 5/6; 10/7; 13/8, 29/9; 27/10; 26/11; 28/11
1874	<u>Calabria</u>		18/1
	<u>Trinidad</u>	67981	14/2; 20/1; 21/4
	<u>Java</u>	52626	21/4; 27/5; 16/7; 18/8, 19/8; 28/9; 28/10; 11/12; 12/12
1875	<u>China</u>	43705	4/1; 15/2; 19/3; 25/4; 29/4; 2/6; 7/7; 8/7; 12/8; 16/9; 21/10; 7/12
1876	<u>China</u>		10/1; 13/2; 14/2; 20/3
	<u>Bothnia</u>	68094	27/3; 1/5; 6/6; 8/7; 10/7; 13/8; 14/8; 17/9; 18/9; 7/10; 23/10; 20/11
	<u>Aleppo</u>	50570	1/12
1877	<u>Aleppo</u>		21/1; 2/2; 11/4; 5/6
	<u>Demerara</u>	68008	22/11
1878	<u>Demerara</u>		17/1; 20/1; 21/3
	<u>Palmyra</u>		25/9; 9/12
1879	No voyages recorded this year		
1880	<u>Hecla</u>	28225	27/1; 1/3; 5/4; 13/5; 25/8; 18/10; 23/12; 29/12
1881	<u>Hecla</u>		5/2; 11/3
	<u>Palmyra</u>		13/4
	<u>Algeria</u>	59784	8/7; 12/8; 16/9; 19/11
	<u>Marathon</u>	28220	28/12
1882	<u>Marathon</u>		1/2; 10/4; 13/4; 17/5; 26/7; 1/8; 2/11
1883	<u>Marathon</u>		12/2
	<u>Gallia</u>		8/6; 13/7; 14/9; 21/9
1884	<u>Aurania</u>	87839	11/4; 16/5; 25/6; 25/7; 29/8; 3/10
1885	<u>Kedar</u>		23/5
	<u>British Queen</u>	1540	13/6
	<u>Kedar</u>		23/5
	<u>Cherbourg</u>	71694	2/10
	<u>Sidon</u>	43687	31/7
1886	<u>Marathon</u>		11/3
	<u>Cherbourg</u>		26/5; 7/8; 30/9; 1/12
1887	<u>Samaria</u>	60370	8/2; 15/3; 19/4
	<u>Morocco</u>	43696	18/6; 22/8
	<u>Samaria</u>		8/11; 15/12
1888	<u>Samaria</u>		17/1
	<u>Atlas</u>	28477	2/5
	<u>Samaria</u>		7/6; 12/7; 16/8; 20/9; 25/10; 29/11
1889	<u>Samaria</u>		3/1; 7/2; 14/3

	Bothnia		7/5; 3/6; 10/8; 10/9; 9/10
	Cephalonia	86205	28/11
1890	Bothnia		18/1; 15/2; 21/3; 22/4; 20/5; 17/6; 12/8; 9/9; 7/10; 26/12
1891	Bothnia		27/4; 26/5
	Scythia	71693	20/8; 24/9; 29/10; 3/12
	Bothnia		26/12
1892	Bothnia		26/1
	Scythia		7/4; 12/6; 16/7; 25/8; 29/9
1893	Aurania	81839	13/1; 10/2
	Savonia	86215	23/3; 22/4; 1/6; 6/7; 5/8; 14/9; 19/10; 23/11; 27/12
1894	Pavonia		8/2; 11/2; 20/3; 24/4; 28/5; 3/7; 8/8; 11/9; 11/10; 19/11; 27/12
1895	Pavonia		4/2; 19/3; 22/4; 28/5; 3/7; 7/8; 12/9
1896	Gallia	78837	15/4
	Servia	84172	15/6; 25/7; 1/9
	Cephalonia		30/9
1897	Cephalonia		27/6
	Servia		17/4; 27/5; 19/6; 6/9
1898	Servia		6/1
	Sylvania	105242	11/3; 23/4; 23/5; 20/6; 5/8
	Pavonia	86215	15/11
1899	Servia		6/1
	Aurania		21/4
	Servia		9/5; 3/6; 28/7; 25/8
	Campania		17/10
	Etruria	91187	6/12
1900	Etruria		3/1; 27/2; 27/3; 24/4; 23/5; 21/6
	Ivornia	110643	17/7; 20/8; 25/9; 27/10; 3/12
1901	Umbria	91159	5/1; 29/1; 26/2; 11/4
	Ivornia		11/5; 15/6; 22/7; 26/8; 30/9; 6/11
1902	Campania		12/2; 12/3
	Etruria		31/5; 25/6; 22/7; 19/8; 17/9; 14/11; 10/12
1903	Etruria		14/1
	Campania		18/2; 18/3; 17/4; 13/5; 10/6; 8/7; 5/8; 1/9; 30/9; 28/10; 25/11
1904	Lucania	102105	4/1; 20/2; 23/3; 19/4; 18/5; 14/6; 14/7; 10/8; 6/9; 5/10; 2/11; 30/11; 28/12
1905	Lucania		25/1; 10/3; 6/4; 3/5; 30/5; 28/6; 26/7; 23/8; 20/9; 20/10; 15/11
1906	Lucania		3/1; 31/1; 27/2; 28/3; 25/4; 23/5; 20/6; 18/7; 15/8; 12/9; 10/10; 7/11; 4/12
1907	Carmania	120901	1/1; 29/1; 18/2; 5/4; 3/5
	Lusitania	124082	5/9; 30/9; 29/10; 25/11
1908	Lusitania		25/1; 3/3; 31/3; 22/4; 13/5; 5/6; 7/7; 22/7; 12/8; 3/9; 27/9; 21/10

This completes the listed voyages of Captain Alexander Japp and Captain James Watt. I hope this answers some questions for you. If there are further enquiries you would like to make, do contact me again and I should be delighted to help you.

Although we had originally agreed a figure, in view of the delay which, though out of my control, must have caused some frustration, I am making only a small charge of £40.00 in total, which I hope meets with your satisfaction.

Yours very sincerely



Debbie Beavis

A letter written by my father, great grandfather
by Margaret H. Japp

Fishy Story

(by Alexander Japp, Captain)

On the 18th October 1897, whilst on a voyage from Sava to New York a singular thing happened.

We had crossed the Atlantic, and were nearing the Eastern border of the Gulf Stream. The night was dark, & a strong N.E. gale was blowing causing a high confused sea (wind being against current) The vessel was labouring and plunging heavily, and high seas occasionally swept the deck. Before turning in for the night @ 11 o'clock p.m. I went on the bridge to see the 3rd Officer who was in charge, and while conversing with him the ship dived heavily into a huge sea. After the decks had cleared themselves of water, we distinctly heard a flapping sound coming from the fore-castle head. Thinking one of the head sails had broken adrift we sent the watch forward in order to ascertain the cause of the noise. They very quickly returned, and informed us that there was a large fish on the deck. Unable to believe their statement I went forward myself, and there, sure enough, was a large shark, wedged between the windlass end, a ventilator and the rail, unable to escape, but striking the deck heavily with its tail. With the assistance of the relieving watch the shark was with difficulty secured with ropes, and dragged to the after part of the ship, where it was kindly treated by the sailors, who I may mention ~~dearly~~ love sharks. It was found to measure 11' from tip to tip. The only way in which I can account for the sharks appearance on deck is that it must have been either sleeping or swimming near the surface, and the ship in diving scooped it up.

This case as far as I know is unique. On arriving in New York I mentioned the affair to a newspaper reporter, who boarded our ship, anxious as all Yank^y reporters are for filling up matter, and the simple and unvarnished tale that I told him was transformed into a thrilling adventure, which this picture illustrates. Other papers copied this account, amongst them being the Christian Herald, which turned it to good account, pointing the moral that evil enters unawares.

Note: This voyage was probably on the 'Wilderspool' which apparently, carried sails to supplement the 248 HP steam engine.

Gordon A. Valentine



**CERTIFIED COPY of an
ENTRY OF DEATH
Deaths Registration Act 1953**

HC 270734

D. C.
S.F.

Registration District West Ham

1908. Death in the Sub-district of Wanstead in the County of Essex

Columns:—		1	2	3	4	5	6	7	8	9
No.		When and where died	Name and surname	Sex	Age	Occupation	Cause of death	Signature, description, and residence of informant	When registered	Signature of registrar
107		Twenty fourth January 1908 Pencraig Red Bridge Lane Wanstead U.D.	Alexander Japp	Male	45 years	Marine Superintendent	Heart disease Certified by F.J. Coultis M.D.	Ella Japp Widow of deceased Present at the death Pencraig Red Bridge Lane Wanstead	Twenty Seventh January 1908	W.L. South Registrar.

Certified to be a true copy of an entry in a register in my custody.

Pawica Moon

Superintendent Registrar.

28.5.96

Date.

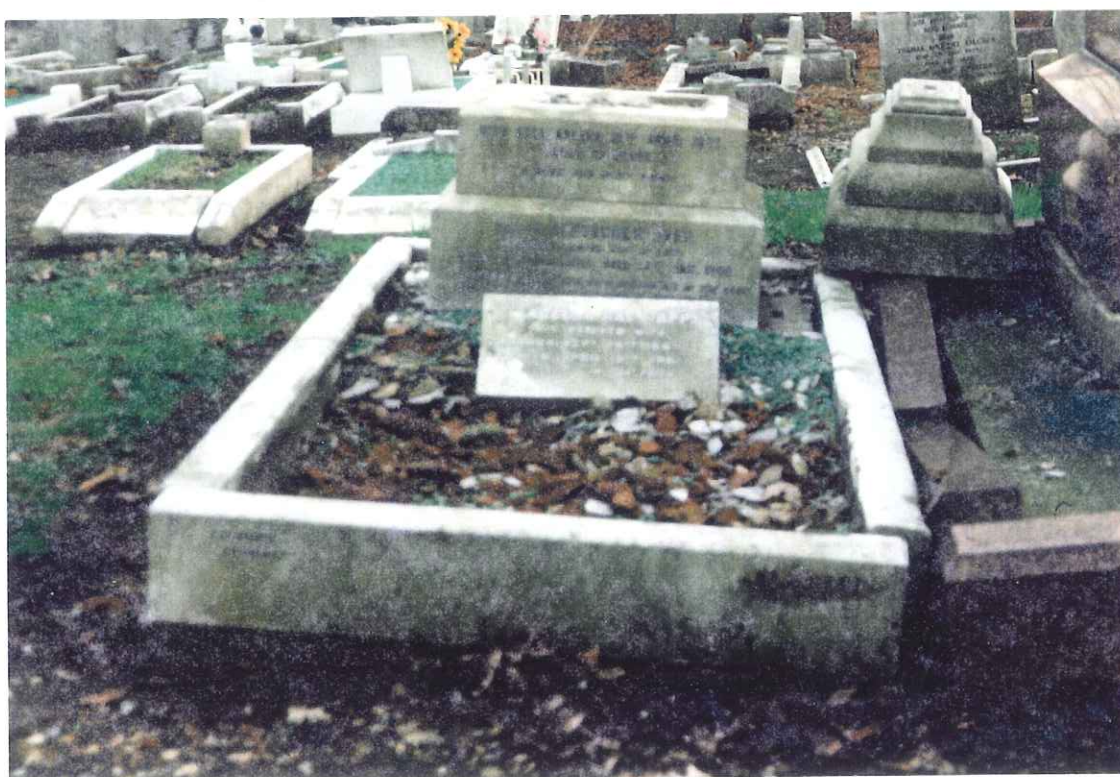
CAUTION:—It is an offence to falsify a certificate or to make or knowingly use a false certificate or a copy of a false certificate intending it to be accepted as genuine to the prejudice of any person, or to possess a certificate knowing it to be false without lawful authority.

	Tuesday 22 nd April, 1902	
59261 in d. By.	<p>Thomson Margaret Wallace 63 Years Mr R. Thomson 156 Bainault Rd. Leytonstone. Newham, Kingdon, Leytonstone 1st. 104 Bz. 14 E. 27. 7 10 10. 0 Alexander Japp. Decd. as above.</p>	<p>Mr. Japp. 28.1.08 J. R. Japp 22.4.61</p>
<p>59262 in d. By.</p>	<p>Mr. Cross & Ker on Lands 187 Cusworth 1763</p>	

Thomson/Japp Memorial
Chingford Mount Cemetary,
Grave Number 59261 B7

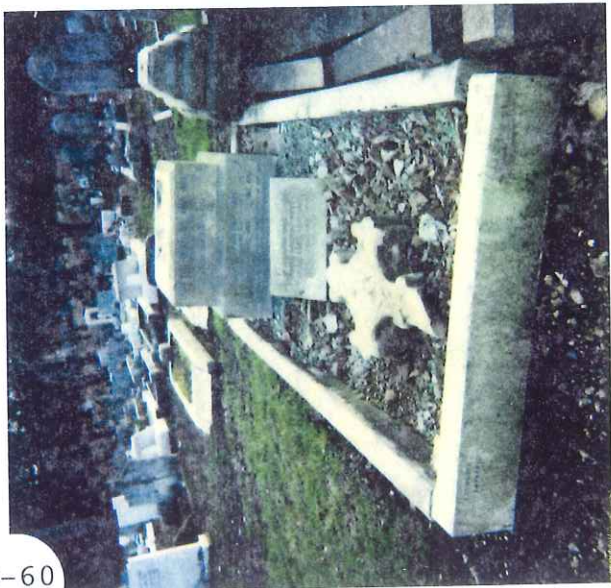


1961



1996

D-59



Original photo

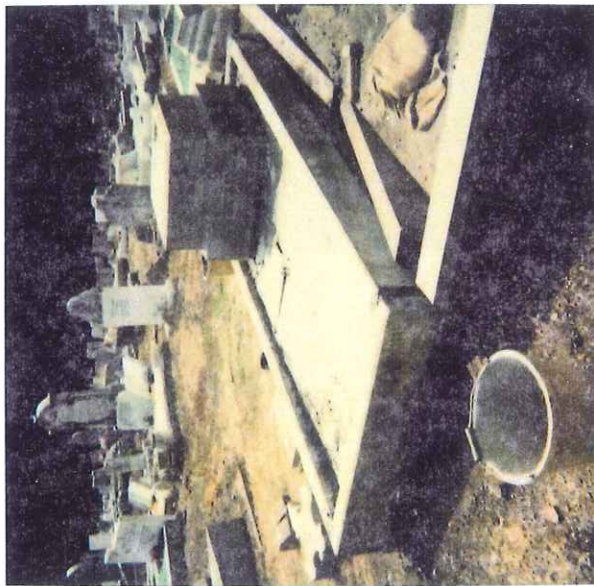
Repair work on the
Thomson/Japp Grave
in Chingford Mount
Cemetery, July 1996
by
Corden Memorials
of
Hendon, London



1. Leveling kerb stones



2. Pinning & cementing kerb stones



3. Chippings bed in place



4. Completed repair

This is the old churchyard of Iona
I have told you about.

Old-Church-at-Grandtully.---

1447. " Passing down the Grandtully side of Strathtay from Aberfeldy, the most interesting object which the visitor first observes is the hoary church of Grandtully, dedicated to St. Ronan's house, in the near neighbourhood. It is a very ancient Christian site, being probably coeval with Dull, and was, in all likelihood, a centre of Druid worship long before the missionaries of the Cross found their way here from Iona. It was manifestly chosen for its magnificent situation, commanding one of the grandest views in the district. The picture is exquisitely balanced at this point, and the wide sweep of plain, river, and rocky and wooded hill-side culminates on the western horizon in tumultuous mountain masses of Breadalbane and Glenlyon, with Ben Lawers as the highest point, lit up with the purple glory of the sky. A small hamlet, called Pitoairn, nestles at the foot of the eminence, and gave its name to the old parish of Grandtully. The church was built in 1533 by the Stewarts of Grandtully on the site of Adamnan's foundation, and was dedicated to St. Mary. When it was restored about the middle of the seventeenth century, the walls were adorned with the heraldic bearings of the Stewarts and of the families with whom they were allied; and on the barrel-shaped roof, lined with wood, were painted grotesque figures of saints and angels with trumpets, in the most brilliant colours.

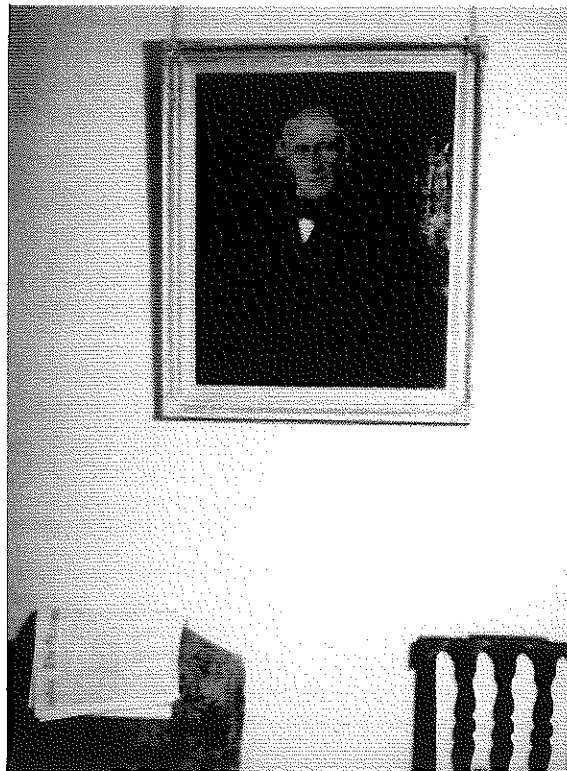
These decorations have now become very dim through age and neglect, for the church has been deserted for more than fifty years. But I remember, when a boy, going to it with my father on Sundays; and often was the tedium of a long sermon relieved by the study of these curious paintings, which seemed to speak to me of the resurrection and the judgment day. The inside of the church was long used as a burial-place, and the seats of the worshippers were over the graves of the dead; and the earthen floor being unpaved, often disclosed ghastly fragments of humanity beneath the feet, which suggested melancholy thoughts that required to be dispelled by looking up to the roof, and remembering that the unconscious dust below would yet be summoned to share in the destinies of immortality. In the adjacent churchyard the rude forefathers of the hamlet sleep, lulled to rest on the lap of a vast antiquity, and surrounded with a glorious scene which might well have its counterpart in heaven. In the center of the grass-grown mounds, there is an old mossy boulder, hardly visible above the level of the ground, on which the coffin used to be laid while the grave was being dug to receive it; an archaic custom which has long been forgotten."

Extract from "The Highland Yag" by
The Rev. Hugh MacMillan, D.D. LL.D., 1901.

AMERICANS ATTEND SERVICE IN ANCIENT CHURCH

BY permission of the Ministry of Hadden Gilmour, Logierait. Prayers in Gaelic and English were offered by the Rev. D. Cameron, Blair Atholl, and the readings were by the Rev. J. Robertson, Strathtay and Grandtully. The congregation included several visitors from America, including Mrs Valentine, whose grandfather, Mr Donald Thomson, is buried in the nearby Pitcairn Cemetery.

Works and under the auspices of Dunkeld Presbytery, a service was held on Sunday evening in the pre-Reformation church of St. Mary's, Pitcairn, near Aberfeldy. The Rev. H. N. Chisholm, Aberfeldy, Moderator of the Presbytery, conducted the service and the sermon was preached by the Rev.



David Wylie's Portrait

JAPP, Robert Alan, *Candidate's circular submitted prior to election as associate member, 2/12/1930.*

Silent Valley, Kilkeel, Co. Down, Ireland.

(Age 35). Born 29 August, 1893.

Present Occupation.

Engineer in charge of plant and dewatering operations, and engineer on shaft sinking operations under compressed air.

Dated 6 October, 1928.

Proposed by
E.W.Moir (M).

Edward Sandeman (M).

W.J.E.Binnie (M).

H.P.Hill (M).

Robert Chalmers (M).

Henry E.Stilgoe (M).

A.S.Campbell (M).

W.A.Tait (M).

Education.

1902-08. General Education at Bancrofts School, Woodford, Essex.

1908-09. Grove Academy, Broughty Ferry, Scotland.

*Practical Training.

(A). 1909-14. By Apprenticeship, in Britannia Engineering Works,
In the Office $1\frac{1}{2}$ year, Dundee;
In or on Works $3\frac{1}{2}$ years.
(*Certified).

Examination.

(Note.- Requires to pass the Inst.Exams.)

Engineering experience subsequent to training.

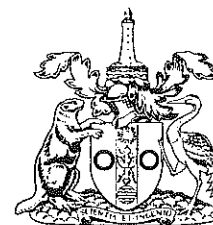
1914-19. Service in H.M.Forces in Gallipoli, Egypt, Macedonia
& France. E.W.M.

1920-21. Stanlow Oil Dock, Manchester Ship Canal.
Length inside entrance 600ft. width 100ft. Depth of water, 30ft. Excavated in red sandstone by navvy in dry. Entrance formed by rock breaker and dredger. Served under Sir Frederick Hopkinson (M). Position, Engineer in charge of setting out. R.C.

1922-23. Charlton Storm Relief Sewer, London County Council.
11'3" horseshoe section and twin 8'9" dia. sewers with overflow, junction and flap chambers, tumbling bay and outfall works. Total length 3,800ft. Constructed in mass and reinforced concrete and brickwork partly in open cut, partly in tunnel, and partly in steel pile cofferdam. Served under Sir Ernest W.Moir, Bt. (M). Position, Engineer in charge of setting out. A.S.O. E.W.M.

1923-24. Queen Mary Reservoir, Littleton (Met. Water Board).
Consisting of an earth embankment with puddle core and puddle trench, four miles in length, enclosing an area of 750 acres and impounding 7,000,000,000 gallons of water. Also inlet works, inlet channel, pumping station and outlet works. Served under Sir Frederick Hopkinson (M) and Sir Edward Pearson (M). Position, Section Engineer in charge of inlet works and channel and part of main embankment. E.W.M. H.E.S.

1925-26. Silent Valley Reservoir, Belfast Water Commissioners. -
Under construction. Consisting of an earth embankment across a valley to impound 3,000,000,000 gallons. With 13' horseshoe shaped tunnel, brick and concrete lined, through rock, outlet and overflow works, screening chamber, etc. Cut-off trench being formed by linking up a series of cast iron lined shafts sunk to rock under compressed air to a present maximum depth of 180ft. Served under Sir Ernest W.Moir, Bt. (M). Position - Engineer in charge of plant and dewatering operations, shaft engineer on shaft sinking operations under compressed air. W.J.E.B. W.A.T. E.S. E.W.M.



THE INSTITUTION OF
CIVIL ENGINEERS

Mr G A Valentine
225 S. Birch Street
Denver
CO80222-1018
USA

04 June 1997

Ref LY/791

Dear Mr Valentine

In response to our telephone conversation today please find enclosed extract from the 1932 Membership list which explains the grades of membership. Having checked R A Japp's final status he was actually a member at the time of his death, however this was due to the grades being altered in the late 1960's when the grade of associate member became the grade of member and members became fellows.

Whilst an associate member or member of our Institution he gave the following addresses:

1931	Silent Valley, Kilkeel, Co. Down, Ireland
7/2/1933	3 High Elms, woodford Green, Essex
21/8/1933	2 Laurel Villas, Limerick
25/2/1937	28 Nutley Park, Stillorgan Road, Dublin
10/12/1949	Albany, Williamstown, Co. Dublin, Eire
c.1961	Longstrath, Birches Nook, Stocksfield, Northumberland
c.1963-1973	13 Lyndhurst Place, Dundee, Angus

I hope this information is useful, please do not hesitate to contact me again if you feel I might be of further assistance.

Yours sincerely

Carol Arrowsmith (Miss)
For the ARCHIVIST

APPENDIX E

TABLE OF CONTENTS

<u>PAGE</u>	<u>DESCRIPTION</u>
E-1	Margaret Helen Japp's <i>Certificate of Service</i> as a Probationary Nurse at St. George's Hospital from 29th January 1917 to 28th January 1920.
E-2	Margaret Helen Japp's <i>Certificate of Service</i> as a Staff Nurse at St. George's Hospital from January 1920 to January 1921.
E-3	Margaret Helen Japp's <i>Certificate of Cookery</i> from St. George's Hospital.
E-4	Our parent's Marriage Certificate, October 16 th , 1923.

ST. GEORGE'S HOSPITAL.



THIS IS TO CERTIFY that

— Margaret Helen Japp. —

was trained in this Hospital as a Probationary Nurse for three years, from 29th January 1914 to 28th January 1920. and that she passed a qualifying examination with credit in the subjects in which she received instruction during that period. Further that her practical work was good, and that her general conduct was satisfactory.

F. V. [Signature] Chairman of the Committee on Nursing.

Eril. Ogle. Senior Physician.

Herbert Kendallbury Senior Surgeon.

J. Hollier M.D. Members of the Medical Staff appointed to give Technical Instruction in nursing.

James [Signature]

David Spiller

J. L. T. Babbie

Matron and Superintendent of Nursing.

Date May 1920

ST GEORGE'S HOSPITAL,
S.W.1.

*This is to Certify that,
after having passed an
examination with credit,
and having received the
Certificate of this Hospital,
Deargans Helen Jaff
served for a further period of
one year from January 1920
to January 1921 as Staff Nurse.*

*J. L. T. Babler
Water*

St. George's Hospital,

LONDON.

Certificate of Cookery.

This is to Certify that *Diagnose Helen Joffe*
has attended a course of instruction in Invalid Cookery, and has
passed an examination in Practical and Theoretical Cookery in
the *First* Class.

on the *20* day of *January* 19*21*.

P. S. Whitby Examiner for the London
F. S. Whitby County Council.
J. T. Baker Chairman of Committee on Nursing.
Matron.

Date *March* 19*21*.

APPENDIX F

TABLE OF CONTENTS

<u>PAGE</u>	<u>DESCRIPTION</u>
F-1/F-3	Margaret Helen Valentine's list of wedding presents and donors.
F-4/F-6	Margaret Helen Valentine's Journal entries: ' <i>Cost of Transit to Quincy Point</i> ;' ' <i>Contents of Boxes</i> ;' and ' <i>Birthdays</i> .'
F-7	Photographs: Bertram Gordon Valentine; Gordon, Donald, and Granny.
F-8	Photographs: Jim, Jessie, and Jane Watt with Donald Valentine and Jim Watt with Donald Valentine, both taken in 1928; Father, Mother, Gordon, and neighbor boy, in Father's Dodge roadster, 1926.
F-9&F-10	<i>Summary of Training and Experience of Bertram Gordon Valentine.</i>
F-11	Article, <i>Waterloo Courier</i> , April 5, 1961 reporting Father's retirement.
F-12&F-13	John Deere Supervisors' Club Program for Father's Retirement Party.
F-14	Article, 'A True Valentine,' <i>Fulton County Neighbor</i> , February, 1985.

2

Parents.

Knives & Forks	Mr & Mrs. Thomas
Cameras	Mrs. Thompson
Bedspread	Misses Lyle & (Sister)
Hairbrushes	Mother
Maria's Set	Mr & Mrs. Kidd
Silver Cigarette Case	Mr & Mrs. Kidd
Flower Bowl & Vase	Mr & Mrs. A. Valentine
Toast Rack	Mrs. Munn
Tea Cloth	Mrs. S. Lincoln
Pearl Pendant & Chain	Miss P. Cameron
Pendant & Chains	Miss M. Graham
Brooch	Gordon
Flower Vase	Lady Campbell
Sugar Sifter	Mrs. Stewart
Jam Jar & Spoon	Mr & Mrs. Wm. Dyer
Emb. Tea Cloth	Mr & Mrs. Gordon Watt
Emb. Tea Napkins	Mr & Mrs. John M. Symon
Silk Cushions	Mrs. & Mr. Eric Trofey
Writ Stand	Mr & Mrs. James Stewart
Tea Napkins	Mrs. & Miss Williams

Guests

Brooch	Mr & Mrs. E. S. Valentine
Blue Bowl	Miss Wayman
Silver Tea Knives	Mrs. A. Gordon
Coffee Spoon	Mr & Mrs. W. Munn
Table Knives	Miss Gordon
Suit Case	Mr. Wilfred Nicoll
Thermos Flask	Mrs. & Miss Nicoll
Tea Spoon	Mr & Mrs. Austin Scaggie
Serve Ulla	Miss Anderson
Coffee Spoon	Mr & Mrs. J. Robertson
Tea Cloth	Mrs. J. Ferguson
Tea Knives	Mr & Mrs. A. C. Smith
Jam Jar	Mr & Mrs. H. Valentine
Tea Cloth	Mr & Mrs. Wm. Smith
Purse Bag	Mr & Mrs. D. Thomson
Table Cloth	Mrs. H. S. Denman
Case of Coathangers	Mr. H. S. Denman
Pocket Book	Mrs. H. S. Denman
Book	Miss G. Smith
Ring	Mother

Tea Napkins . . . Miss May Watt
 Travelling Clock . . . Mr. & Mrs. Grant.
 Towels . . . Mrs. Henderson.
 Table Center & Enclosure . . . Mr. & Mrs. Matheson.
 Box of Tea Knives . . . Mr. & Mrs. John Stewart.
 Teaset Rack & Butter Dish . . . The Messrs. Elton.
 Photo frame & Photo . . . Mrs. Bennett.
 Jewel Case . . . Miss Pratt.
 Attache' Case . . . Miss M. Mitchell.
 Crockery . . . Miss S. Wylie.
 Tea cloth . . . The Messrs. Cameron.
 2 Jug & Basin . . . Mrs. Walker & Miss Bay.
 Tea cloth . . . Miss J. Crookshank.
 Pearl Necklace . . . Miss Miller.
 Quilt . . . Mr. & Mrs. Smith.
 Tie Pin . . . Miss Gregory.
 Oak Tray . . . Miss E. Denning.
 Night Dress (Emb.) . . . Miss J. Watt.
 Early Room. Tea Set . . . Miss M. Hill.
 Nameless Set . . . W.H. Jackson Esq.
 Table Center . . . Miss D. Alexander.
 Trunk . . . Jubilee Staff.

Cheques.

Mrs. Finlayson . . . £ 5
 Boardman Staff . . . 2 - 2
 Miss S. Wylie . . . 1
 Messrs Crookshank . . . 5
 Mr. D. Blackadder . . . 3 - 3
 Mrs. & Miss Valentine . . . 5 -
 Mr. James' Smith . . . 5 -
 Dr. James' Valentine . . . 25 -
 Mr. & Mrs. Henderson . . . 3 - 3
 Mrs. J. Inglis . . . 5 -
 Mr. & Miss Kimball . . . 2 -
 Mr. & Mrs. James Watt . . . 2 -
 X Dr. & Mrs. George . . . 2 - 16.
 Mrs. & Mr. Duncanson . . . 3 -
 Dr. & Mrs. Jackson . . . 10 -
 Capt. & Mrs. M. Baggall . . . 80 - 14
 70 -
 8 - 10
 98 - 10
 - 2 - 10.

2. Silver Georgian Tall Spoons... B. & M^{rs} Warren.
 Wark Bag... M^{rs} Humbley
 ottand Bag... Doreen Bennett.

Tea Cozy... Miss Crawford
 Tray cloth... M^{rs} H. Taylor
 Teapot Stand & Book... M^{rs} & M^{rs} D. Andersons
 Mats & Tray cloth... Miss M^{rs} Kenney
 Brass Candlestick... M^{rs} & M^{rs} Gordon
 Silver Tea Service... M^{rs} & M^{rs} Walton
 Dishes... Franklin Jope
 1 pair Linen Pillows Case... M^{rs} Thomas
 1 pair Linen Sheets... Mother.
 Pickle jar & fork... M^{rs} & M^{rs} Monahanick.
 Silver Cake Basket... Alan, Jimmy & Frank
 Umbrella... Sister Crayle
 Clocking... M^{rs} & M^{rs} Ellen Oatle
 Clocking... M^{rs} & M^{rs} Oatle Sen.
 Dishes... M^{rs} Payne
 Sewing... M^{rs} E. Smith.
 Fruit knives & Forks... M^{rs} & M^{rs} J. Clark.
 2 Paintings... M^{rs} Salons & Davis.
 Linen Bedspread... M^{rs} & M^{rs} Minkley.
 Peppers Grinders... M^{rs} & Miss Thomas.
 Fish knives & forks... M^{rs} G. DeLeon
 Aluminium Ware... M^{rs} & M^{rs} Blackadder

1924

To be insured for £35 with

Contents of Boxes.Large Black Box.

3 Pao Sheets - 6 & 8 rings framed - 2 dog brushes
 Silver Salt Cellars - Tainted Box - Spoons
 8 small pictures - Silver cigarette rings (4)
 Salad Servers - Carvers - Brass Teapot Stand
 7 Containers - 2 small Indian Trays -
 2 Small blankets - 4 Linen & 4 Turkish Roll Towels
 Small Silver P. Tea Service - 12 Pillow Case
 Large Black Flower Bowl - Tea Caddy - 2 Bedspread
 Turkish flask in Case - Fish knives & forks
 - spoons (4) - 4 Egg cups - Handkerchief (3 doz)
 Brass Containers - Games - Sewing machine -
 1/2 doz 1 & 1/2 doz S. Spoons - Gum purse bag -
 Small Tea Caddy - Two black Cushions - Towels
 Padlocked - Strapped & Roped.

Cabin Trunk - Clothes - Pictures - photos - shoes
 2 Tennis Rackets.

Locked & Roped.

Travelling Bag & Bag of Golf Clubs.

Cost of Transit to Quiney Point, N.Y.

£ 25

Fare

Head Tax

Passport

Visa

Insurance of Luggage

Cartage to Liverpool.

Taxi to Liverpool.

Taxi to London

Travels to Liverpool St.

Travels from Cx to

Taxi from Lime St to Dock

2

" 7 " 6

2 " 12 "

1 " 11 " 6

1 " 18 " 5

1 " 14 " 9

4 "

1 "

4 "

8 "

Small Black Trunk.

Red cushion - 1. Bedspread - Round Bannet
1. Silver Tea Service - 2 Cakes Stands - Plated Tray
Silver Condiment Set - 2 plated entrée dishes
Tea Service (1 doz) - Set of Service - Photo in frame
Mother's Pearl Spoon - 1 doz Coffee Spoon
1 doz Silver Tea Knives - 1 doz Tea Knives (silver)
Silver P. Egg Cups on stand - 2 Toast Rack
6 Cast Spoon - Cushion Covers - Silver Ladle
2 Serving Spoon - 3 Brass candlesticks
Fruit Knives & forks - Pickle fork - Glass clock
Two Wall Scones - 3 Brass door knockers
- Silver Mirror Set - Silk Kimono - Underwear
Locked & Roped.

1. Packing Case.

Folding bed (part) - books - Clothes
2-trunk baskets

2. Roped & banded with iron
Small mirror - pipe rack - books
travelling - Blanket - Goggles ends
personal.

Roped & banded with iron.

Large Campbell's Wood Box.

Bedspread - 8 fruit plates - Coffee set in case
with spoons - 2 Glass jam jars - spoons - Pickle jar
S. Tea Set - 13 Blue Bowl - 2 Silverware Jugs & Basin
Cutlery & Forks in Box - 1/2 doz Small - 1 doz large
Underwear - 3 Pictures - 4 large blankets
1 small blanket - 1 wooden Tray.
1 doz Plates - 2 Jugs - Umbrella.
Locked & Roped.

Canvas Kit Bag.

Portions of drink - book cases - 1 folding bed
2 pillows - 1 bottle - 2 coloured blankets
2 large rugs - 2 small rugs - boots & shoes -
1 small blanket.
Roped.

2 Suit Cases - Clothes - Travelling Clock
Small Articles of Jewellery.
Locked.

Small attached case - Papers - documents
& certificates.
Locked.

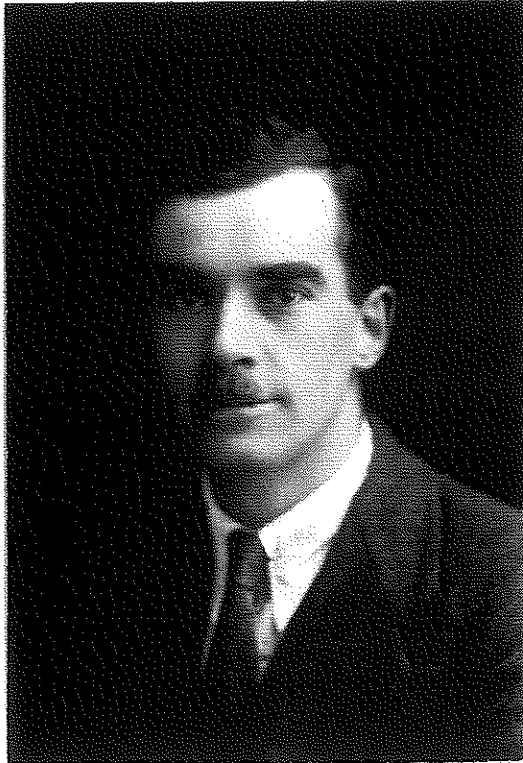
Green's Suit Case.

4 Shirts & Personal Belongs - 2 old
 Georgian Spoons - Shovel. Hats - Boots
Cabin Trunk.
 2 Silver Spoons - Personal Clothes
 4 Shirts - Pillow Cases - Pictures
 & Photos - Trunk etc.
Brown's Suit Case.
 Clothes - shoes - etc.

2

Birthdays.

Gordon April 13th / 23.
 Nellie June 28th /
 Jessie Nov. 23rd /
 Vallie Sept. 24th /
 Mr. Valentine Feb. 23rd /
 Mrs. Valentine Feb. 16th /
 Christine April 12th /
 Mary Sept 30th /
 Dorothy May 17th /
 Mother Sept 26th /
 Alana Aug. 29th /
 Jimmy Sept. 5th /
 Frank Nov. 25th /

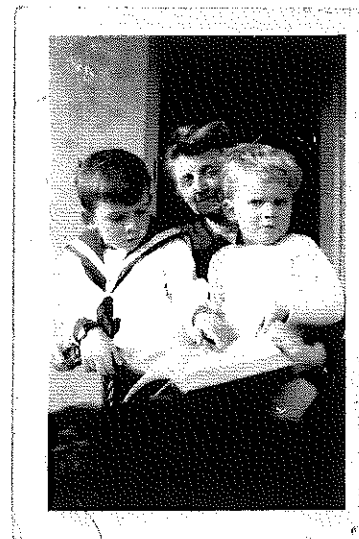


Bertram Gordon Valentine

1926

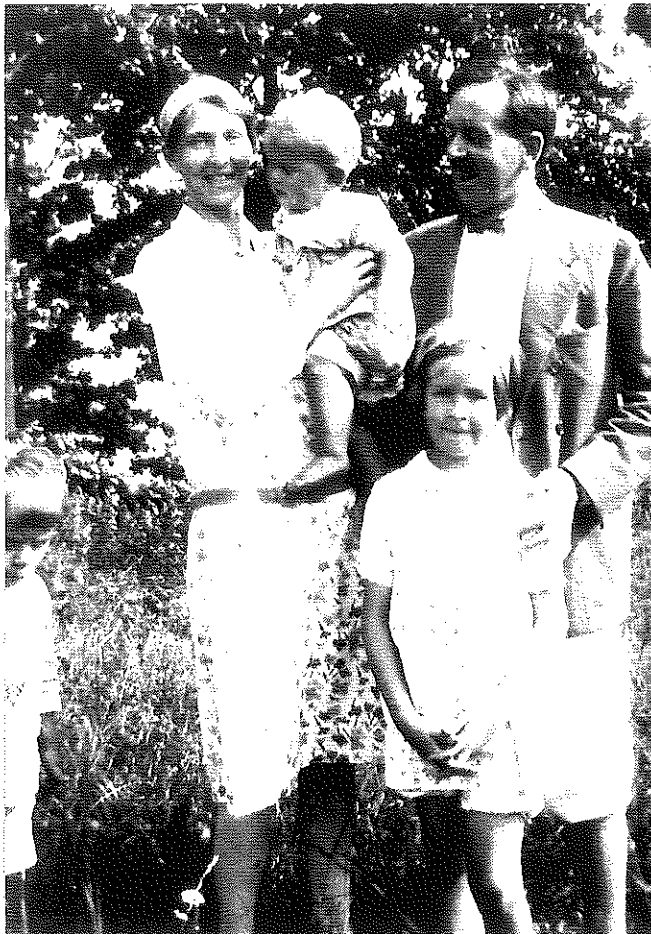
Gordon and Donald with
their Granny

1929





"Our" first car (a Dodge) Father, Gordon, neighbor, Mother
1926



Jessie and Jim Watt with Donald
 $\frac{1}{2}$ of Gordon and Jane Watt
Greenwich, Conn., 1929



Jim Watt and Donald
Our second car (an Oakland)

Summary of Training and Experience

of

BERTRAM GORDON VALENTINE

(1) Personal:

Age - 68 years American Citizen Married - 4 Children

(2) General Education:

Completed full courses of primary and secondary education at Dundee, Scotland, High School, between years of 1902 and 1913.

(3) War Service:

Joined British military forces as private on August 17, 1914. Served continuously until 1919. On active service in France for 3-1/2 years. Promoted to rank of Captain and awarded the Military Cross in April 1918. Wounded on November 4, 1918, and demobilized in March 1919.

(4) Technical Training:

1913-1914 apprentice with Yeaman & Bagessen, Dundee, Scotland, Marine Engine & Pump Repairs. March 1919 to September 1919, worked as mechanic for firm of automobile engineers, and continued to do this work subsequently during spare time and college vacations.

(5) Technical Education:

Graduated B.Sc. (Engineering) in 1921, after full course in Mechanical Engineering - specializing in Internal Combustion engines and with supplementary courses in Civil and Electrical Engineering and Engineering Chemistry, at the University of St. Andrews, Scotland.

During years at college was Research Assistant to Dr. A. H. Gibson (who during the years 1915-1919 was in charge of research on aircraft engines at the Royal Aircraft Factory) in his work on the air cooling of gasoline engines. Subsequently cooperated with Dr. E. G. Richie (Research Dept. of British Motor and Allied Trades) in research on aero engines under high altitude conditions.

(6) Professional Record:

October 1921 to October 1923, employed as draftsman designer in the Diesel Engine Dept. of Messrs. Wm. Beardmore & Co. Ltd., Dalmuir, Scotland. Work involved design, shop and sea trials of stationary and marine Diesel engines of from 150 B.H.P. to 1250 B.H.P.

November 1923 to July 1926 in charge of design and drafting of 3000 B.H.P. Diesel engine for M. S. "Lio", (Standard Oil Co. of California) with Bethlehem Shipbuilding Corporation. Later in charge of design and drafting of two twin compound marine steam engines for ferry boats for City of Boston.

During this period also, made layout of machine tool, and general arrangement of the machine shop of U.S.S. LEXINGTON and layout of mechanical shaft revolution counters. Was member of Builder's engine room crew on sea trials of the following warships:

U.S.S. QUINCY
U.S.S. NORTHAMPTON
Argentine Battleships RIVADAVIA and MORENO

Transferred in July 1926 to Bethlehem Steel Company to work on design of small Diesel engines of from 60 to 570 B.H.P. In August 1927 transferred as Assistant Chief Engineer to the Power Engineering Department of the same company, and from that time until July 1929 engaged on design of a large gas engine of 10,000 B.H.P.

From July 1929 to March 1936 employed by Ingersoll-Rand Co. as designer on high speed light weight Diesel engines - primarily for locomotive purposes, and in design of Diesel-electric locomotives.

March 1936 to June 1940 - employed by the Cooper-Bessemer Corporation, Mt. Vernon, Ohio, as Locomotive Diesel Engineer, and was in charge also of design and layout of their super-charged Model ENS-8 Diesel engines installed on the yacht "TROUPER" Models LS-6 and LS-8 marine engines, and the model FV engine.

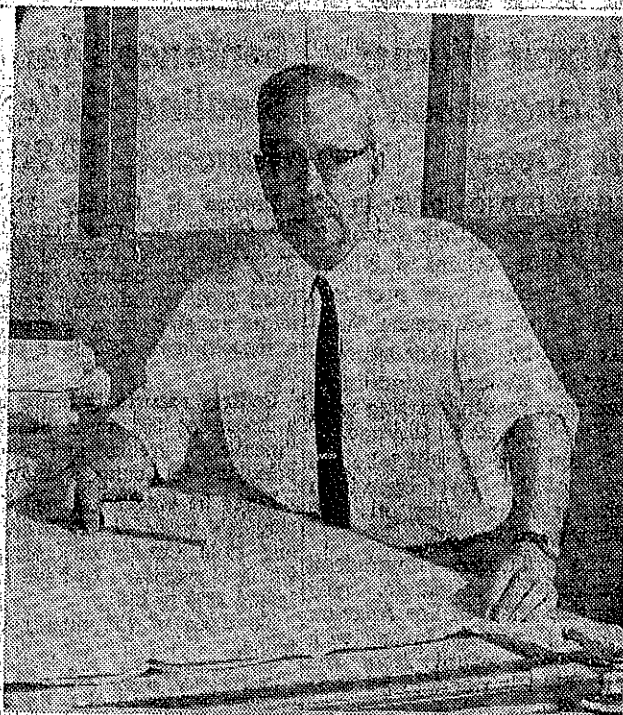
June 1940 to August 1945 - employed by John Deere Tractor Co., Waterloo, Iowa as Diesel Engineer to design and develop a compression-ignition engine suitable for use as the prime mover for a farm tractor. This was satisfactorily accomplished.

September 1945 to February 1948 - employed as Chief Engineer by Sterling Engine Company, Buffalo, New York.

April 1948 to March 1949 - employed as Consulting Engineer on Diesel Engine Design by Chicago Pneumatic Tool Co., Franklin, Pa.

March 1949 to January 1960 - Asst. Chief Engineer (in charge of engine design) John Deere Waterloo Tractor Works (& Research and Engineering Center).

January 1960 to April 1961 - Consulting Engineer - John Deere Tractor Research and Engineering Center.



B. G. Valentine at his desk.

Consulting Engineer at Deere Research Retiring

B. G. Valentine, consulting engineer for the John Deere Tractor Research and Engineering Center, is retiring.

Valentine, of 2027 Grand Blvd., Cedar Falls, joined John Deere at the Waterloo Tractor Works in 1940 and became assistant chief engineer in charge of engine design in 1949. In 1956 he transferred to the Research and Engineering Center to become consulting engineer.

The retiree was instrumental in the multiple plate clutch design for the old two-cylinder Waterloo tractors, as well as helping to solve the problems associated with the changeover from two-lever to one-lever gear shifting.

HE DESIGNED the Model R production engine and its successors, and both the two-cylinder and V-4 starting engines.

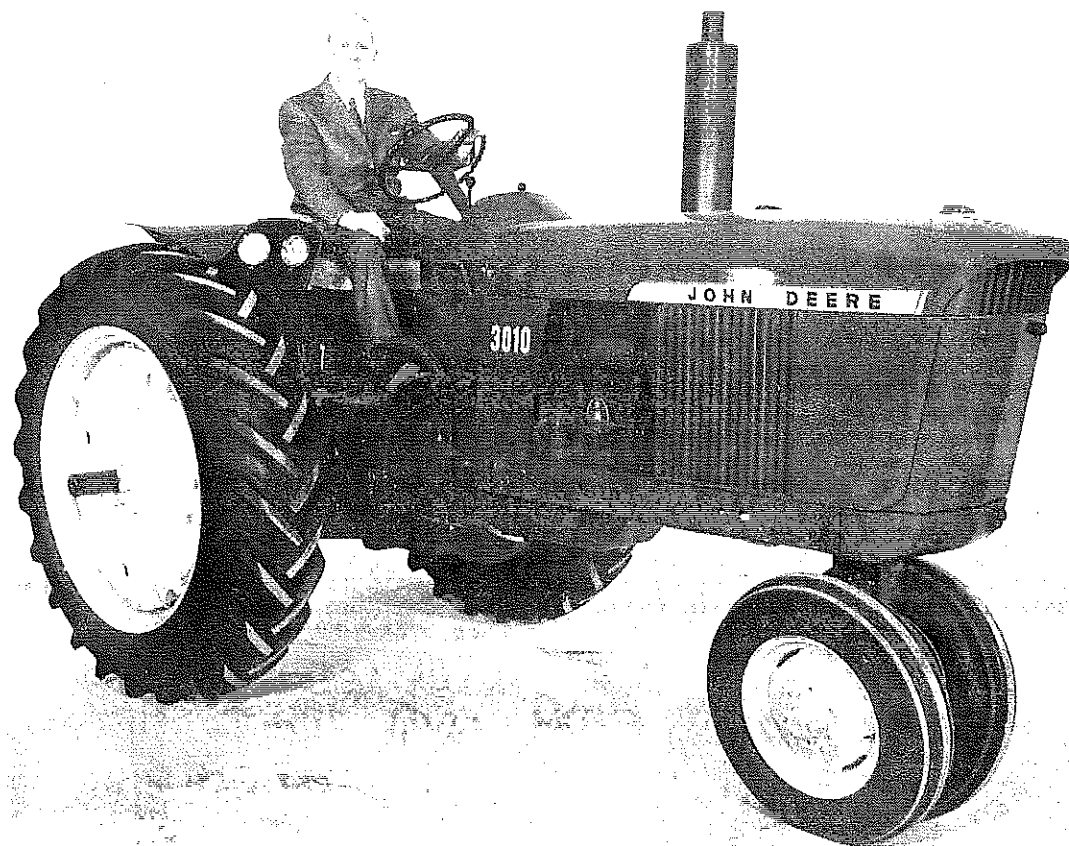
Valentine conceived the Model 70 diesel engine and its successors and was influential in the original concept

of the new line of tractors, and was adviser for the engine design.

He was born and educated in Scotland and came to the United States in 1923.

MR. AND MRS. Valentine will now visit the British Isles and make an extensive tour of Europe. Then they will travel through the United States before returning to settle in Cedar Falls.

Valentine was to be honored at a party at the Supervisor's Club Wednesday night. Two hundred business associates were to attend and present him with a life membership in the club and a portable television set.



- PROGRAM -
SUPERVISOR'S CLUB

SOCIAL HOUR 5:45 TO 6:45

DINNER 6:45

WEDNESDAY - APRIL 5, 1961

CHAIRMAN - - - - - HAROLD L. BROCK

SPEAKERS

MERLIN HANSEN
W. H. NORDENSON
HARLEY WALDON

PRESENTATION OF S. C. LIFE MEMBERSHIP - - DAN GLEESON, VICE PRES.
SUPERVISOR'S CLUB

PROGRAM COMMITTEE

SID OLSEN	WALT DONAHUE
JOHN SANDOVAL	H. FERGUSON
CHRIS HESS	DAN GLEESON

ORGANIST - - - MARGARET DRAVIS



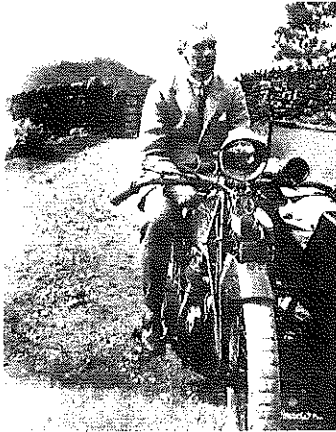
Did You Know.....

Gordon Valentine was born in Scotland April 13, 1896. As an enthusiastic motorcycle rider, he won a championship race in Scotland in 1914. He served with the Black Watch Division of the British Army from 1914 to 1919 and retired as a Captain. He received the second highest British military award--the Military Cross--from King George V at Buckingham Palace.

He attended the University of St. Andrews in Scotland and graduated with a degree in Mechanical Engineering in 1921. His first employment after graduation was with Wm. Beardmore & Co., Glasgow, doing design of marine diesel engines. He married his high school sweetheart, Margaret, on October 16, 1923 and they honeymooned with a side-car motorcycle.

In that same year, 1923, he brought his bride to the United States. In the U.S. he was employed by the following firms in various positions of responsibility doing gasoline and diesel engine design:

Bethlehem Shipbuilding Corporation
Bethlehem Steel Company
Ingersoll-Rand Corporation
and, Cooper-Bessemer Corporation



Gordon joined John Deere at the Waterloo Tractor Works in 1940, but went to the Sterling Engine Company in 1945 where he became Chief Engineer. He worked with the Chicago Pneumatic Tool Company before returning to the Waterloo Tractor Works in 1949 as Ass't. Chief Engineer in Charge of Engine Design. In June, 1956 he transferred to the Research and Engineering Center where he currently is the Consulting Engineer to the Research Division. Gordon was instrumental long ago in multiple plate clutch design for the old two-cylinder Waterloo tractors. He helped solve the shifter problems associated with the changeover from the two-lever to the one-lever shift on the non-current production tractors. He designed the Model "R" production engine and its successors. He designed both the two-cylinder and V-4 starting engines and conceived the Model 70 diesel engine and its successors. He was influential in the original concept of the new line of tractors and was a valuable advisor for the design of all the 3010 and 4010 engine series.

During former depression years Gordon made and sold the "Valentine V-8" superheterodyne radio. His present hi-fi interest and excellent system is an outgrowth of that radio work.

As District Commissioner of the Boy Scouts of America for the Waterloo and Cedar Falls area, he organized the first Scoutorama at the Waterloo Hippodrome.

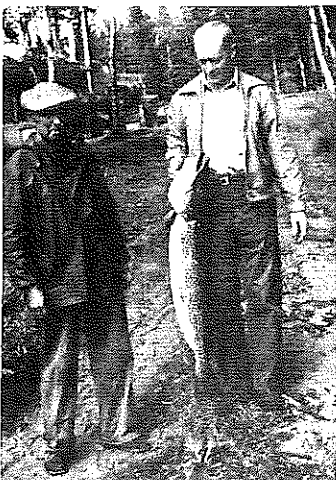


He is an accomplished violinist and formerly played with the Easton, Pennsylvania Symphony Orchestra and the Waterloo Symphony Orchestra. He is also an accomplished vocalist and sang with the Cedar Heights Presbyterian Church Choir.

Can you remember that 1940 Buick that could head for a Minnesota fishing lake at 114 MPH? Gordon is an avid fisherman who knows where the fish are and how to catch them.

Gordon and his wife will now return to the British Isles and later make an extensive tour of Europe. Upon returning to the USA, arrangements are already made for visits around the country in a house trailer behind the Buick (Does the Volkswagen go inside the trailer, Gordon?)

Gordon is known to all of us as a modest man of many outstanding abilities. His gracious manners and kind ways will never be forgotten. We wish him good luck in his well earned retirement.



FROM THE FULTON COUNTY "NEIGHBOR"
IN FEBRUARY, 1985

A True Valentine

Volunteer Gives Her Heart To Christian City Residents Year Round

By Lenore Guirri
Neighbor Staff Writer

A true Valentine delivers love and kindness through the halls of Christian City Convalescent Center year-round.

This Valentine, a small-framed great-grandmother with curly white hair, is an active volunteer at the center and a three-year resident of Christian City's apartment complex for seniors.

Her name, Mrs. Margaret H. Valentine, has been the object of much discussion throughout her 90 years. Her birthday falls in February too.

"People are getting to hate the name Valentine," decides Mrs. Valentine shyly. "They see it so much." She said referring to her selection as Volunteer of the Month for February

at the center. "I'm so normally inconspicuous," she remarks in her soft British Black Watch Regiment.

Mrs. Valentine was born in Walney, England, not far from Liverpool. "You know...the Beatles," she points out.

She and her husband Gordon moved to Boston in 1923 after living in England and Scotland, where the two met in high school.

They resided in a handful of states including Iowa, where Valentine was a diesel engineer and designed the original John Deere tractor.

Valentine died at the center in 1983 after surviving a stroke in Sarasota, Fla., where the couple was retired. They would have celebrated their 60th anniversary last October.

During World War I, Mrs. Valen-

tine was a nurse in England while her husband served four years with the British Army in the famous Black Watch Regiment.

She can vividly recall when her love was decorated with the second highest military honor—the Military Cross—by England's King George at Buckingham Palace.

"I expected the generals and big shots would come in first," says Mrs. Valentine.

But, according to her story, a young lad in a "cheap blue suit" was awarded a medal by the King. His shabbily dressed parents were seated in front by officials to watch the event.

Mrs. Valentine enjoys remembering her past but has other activities that keep her busy.

As a volunteer she helps care for the patients at the center; on

Thursdays Mrs. Valentine takes wheelchair-bound residents to bible study—one of her favorite activities offered at Christian City.

Keeping up to date on the news by reading magazines such as Newsweek is another one of Mrs. Valentine's pastimes.

Mrs. Valentine has a daughter named after her whom she visits in north Atlanta frequently and two sons who live in Wisconsin and Denver.

She is a grandmother nine times and a great-grandmother once. Christian City provides Mrs. Valentine and other senior citizens able to care for themselves with apartments. "This has been a godsend to me," she says.

"I'm just fortunate. I guess I've been given the strength," Mrs. Valentine declares adding, "I take no credit."



Photo By Tom Chappard
MARGARET VALENTINE LIVES IN A NEARBY CHRISTIAN CITY APARTMENT
HE CONVALESCENT CENTER IS JUST A SHORT WALK FROM HOME



Photo By Tom Chappard
HER FRIENDS AT CHRISTIAN CITY KEEP THE 90-YEAR-OLD YOUNG AT HEART
Dove Connolly Plants A Kiss On Mrs. Valentine's Hand As She Makes Her Rounds

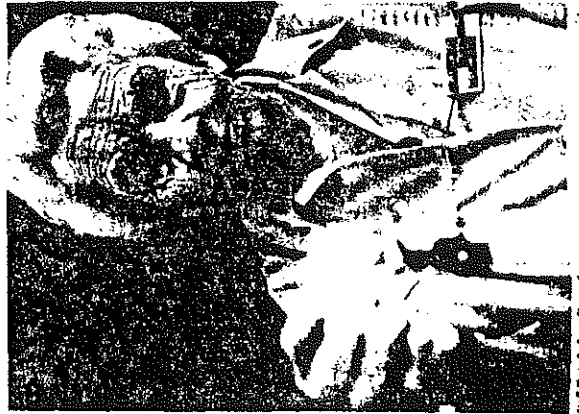


Photo By Tom Chappard
SHE LIGHTS A CANDLE IN THE CENTER'S CHAPEL
She Takes Residents To Bible Study On Thursday