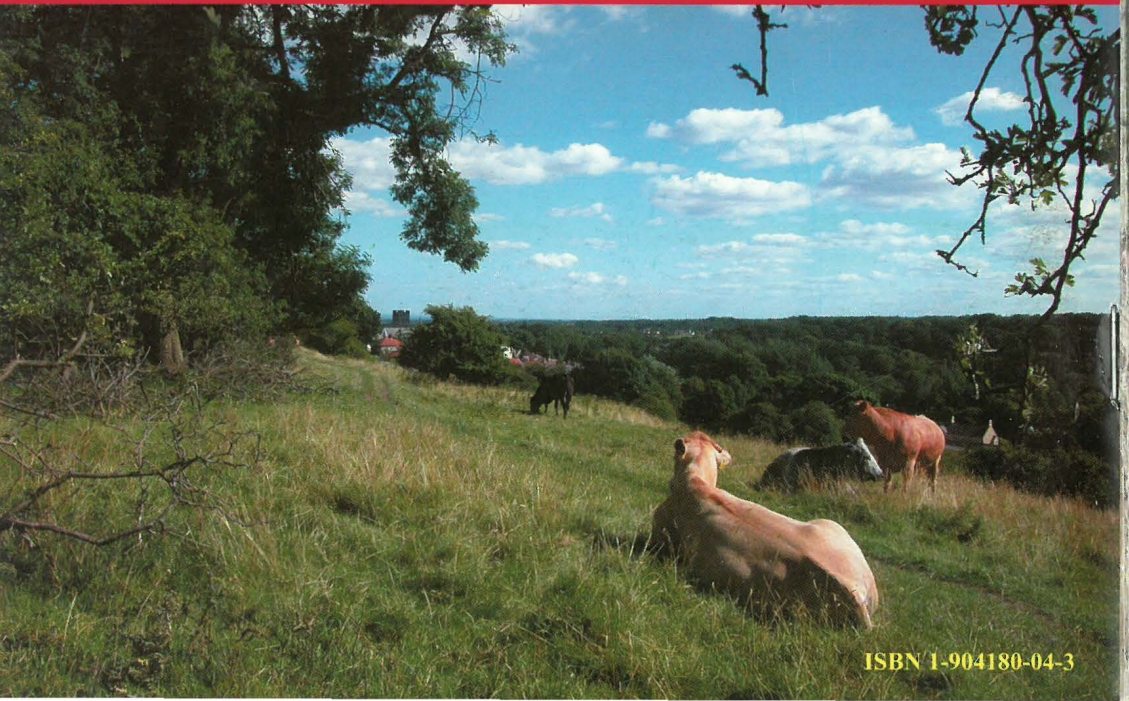


The Wensleydale Railway line runs among elder blossom near Bolton Castle *John King*

Richmond Westfields, bought to keep as open space but not yet paid for. The keep of Richmond Castle may be seen in the distance. *Mark Whyman*



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The Richmond Review

being the Annual Report of the Richmond and District Civic Society 2005



Richmond and District Civic Society

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Auditors:	Nigel Herring & Co.	

Cover: HRH The Prince of Wales in Richmond Market Place, September 2005
Mark Whyman

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Back Numbers

This series of annual journals began in 1978. Back numbers except 1978, 1985 and 1986 are available, price £2 each. An index covering the years 1978-1989 (the issues edited by Mr. L. P. Wenham) is available, price 70p. Please add 50p to cover the postage and packing for a single volume, or 70p for two.

The Richmond Review for 2001 covers only the list of the officers, the chairman's report, the membership for 2001 and the programme for 2002. It is available for 50p. The main publication for 2001, *Richmond: A Review of the Millennium*, is no longer available.

Please telephone, or write to, the Hon. Secretary, Mr. T. J. Walter, at 19 Hermitage Court, Reeth Road, Richmond, North Yorkshire, DL10 4GE, if you wish to buy any publication.

Chairman's Report

Fred Wood

As I am writing this report in mid-August many important matters which affect us all are far from being resolved. I am sure we all hope that 2005 is an exception for the problems it has raised and that shortly the future will be more settled.

At our January lecture I did say that the refurbishments and additions to our townscape were significant "plus" factors for Richmond and these have continued. However other problems might arise to give a less rosy picture. At that time I mentioned that there was concern over the financing of the Richmond Swale Valley Community Initiative (RSVCI) and that the need to find funding within set time scales would present major problems for those directly involved in the Station Project, Richmond Open Spaces Appeal and the Easby Project. The Society has made significant contributions to all three. These projects place very heavy financial commitments on the community as a whole, which have not been encountered before, as far as I know.

We are all delighted that the Easby Project to stabilise the river bank has gone ahead after more than five years of diligent fund raising and is now nearing completion. Our thanks and appreciation go to all those who have worked so hard to achieve this goal.



The riverside footpath near Easby was repaired, July-August 2005

However, back in January I did not foresee the furore that would result when the District Council's plans for financing the Colburn "back" office complex became known. As many of us know, mass attendances at the two March meetings caused them to be aborted. The June meeting went ahead with controlled numbers allowed in and over seven thousand signatures of protest had been collected by then. While the threat to the Station Road car park appears to have been removed, the future of the Yorke Square car park has still to be decided. It is apparent that much more detailed work needs to be done if this project is to go ahead. I fear that for some senior officers and councillors, the trust and respect of the

people of Richmond and further afield have been damaged by this episode.

Public opinion was again inflamed when the list of open spaces across Richmondshire to be reviewed was issued at the same time that the Colburn debate was underway. In the event, the April meeting confirmed that the status quo for the vast majority of these sites was to be maintained with sensible measures to be examined for a very small number of areas.

Again the District Council has shown little sensitivity to the needs of local people and visitors by the toilet closure programme and the doubling of car park charges as the tourist season approached. Whether these changes have had any significant impact on visitor reactions remains to be seen.



Car parks and open spaces under threat. Protesters outside Swale House in April 2005. *Mark Whyman*

Another major event due in the near future is the implementation of theRichmond Road Traffic Management Scheme. Recently the Darlington Road proposals have been put forward and we await further details on Quakers Lane and also on extended residential parking zones.

Very recently the District Council has put out for consultation details of a new Local Development Framework to cover up to 2021. Once it is finalised it is hoped that its principles will apply to all situations.

In the past few months a wide range of events have been held, largely as fund-raising activities so desperately needed at this time. I would like to mention the Open Garden Day which was favoured with good weather and surely to be repeated. Another new venture, the Richmond Walking

Festival, takes place in late September, which I hope will be a catalyst for similar developments. This has taken a lot of organising with Dave Dalton involved and I hope it will be well supported. The Ghost Walks are continuing and a new themed walk, based on Richmond's public houses, is currently being launched.

Returning to the repercussions following the attempts of the District Council to develop the office accommodation, we must not lose sight of the Richmondshire Museum's difficulties precipitated by the decision to sell the 31/33 Frenchgate complex. It is about twelve months since this problem came into the public domain. I trust that a satisfactory solution can be reached, and that the Museum's facilities are at least maintained. An archaeological group for young people has recently been set up with a lot of interest being shown in this initiative and therefore in our heritage.

Turning to the Society itself, we have had several changes this year. Bev Joicey resigned as chairman after a long eight-year stint. We are all extremely grateful to him for all his work on behalf of the Society. He remains on the committee, but is now concentrating on his work at the Georgian Theatre where he led a very successful "Stories Alive" venture with several primary schools culminating in performances in June. He is still very actively involved with RSVCI matters.

John Clarke took over from Harold Dick as our Hon. Architect. This year's publication, number 28, will be the first in which Harold's name does not appear as Hon. Architect. Therefore may I reiterate what was expressed at the AGM last December, that we do indeed owe him a great debt of gratitude for running the Planning Sub-committee over so many years. This aspect of the Society's work is extremely important in trying to maintain a high standard in new building and modifications in conservation areas and listed sites throughout Richmondshire. John has a team of long-standing members whose dedication must be acknowledged and applauded.

Hilary Ibbotson relinquished her position as secretary and we thank her most sincerely for employing her expertise on our behalf. We were delighted when Tom Walter, recently arrived in Richmond, agreed to take over as secretary. Like Tom, I have but short-term experience of Richmond life and so I am greatly indebted to members of the committee for all the help they have given me. The expertise of those on the committee is so wide-ranging in professional background and experience that I feel in safe hands. In particular, I thank Mark Whyman for his help during Tom's absence. Similarly we are so fortunate to have Linda Drury as our editor, with all her experience in this area.

David Morris, through his wealth of contacts, again arranged a series

of lectures, wide- ranging in subject matter, topical and well presented by enthusiastic speakers. We are all delighted that so many members are able to come to these lectures. David also made the arrangements for our splendid trip to Alnwick Castle and Garden, where progress in the development of the site has reached the stage to make such a visit very worthwhile. Still to come this year is a walk led by Tony Dykes to Aysgarth Falls in early October. I must also thank Tom Haskins for volunteering to write reports of our meetings for the Darlington & Stockton Times. We hope these reports will attract new members.

I am happy to report that our membership stays steady at just over three hundred, despite our modest increase in subscriptions. We have had two resignations of note, namely Mr . A. Robson, a patron since the late 1980s, and Mrs. E. Britton, who has been a member since the late 1970s. Also, I have to report with regret the deaths of Mrs. B. L. Sawyer a member since the late 1970s, Mr. A. E. Colley a member since the early 1990s, and Mr. J. P. Pike who was treasurer from the mid 1980s to the mid 1990s, on whom David Morris has kindly written an obituary on our behalf.

Finally Graham Merlane wishes to resign as treasurer and membership secretary. Graham has been in office for eight years during which time he has given excellent and diligent service to the Society. Fortunately he will continue to help with the publications side of our activities.

On behalf of the committee, I thank all members of the Society for their support which hope will continue in the future.

Fred Wood is a West Yorkshireman who has lived in Dunblane, Scotland and in Darlington where he was the Development Manager in the Coat's Paton's Textile and Hand-knitting Division.

The Work of the Society's Planning Sub-committee and some of its Guiding Principles

John Clarke

The historic heritage of Richmond and district is all around us – from buildings, street patterns, parks and gardens, to buried remains. Our town and district are rich in historical character and the myriad of detail that contribute to a special sense of place.

Part of the society's mission is to be one of the custodians of that historic environment and within that role, the society, over many years, has commissioned a sub-committee to help ensure that any development

should be sympathetic to its historic surroundings. The aim of the Planning Sub-committee is to understand this historic character and liaise with other organisations, especially in relation to new development within the Richmondshire District Council's (RDC) designated conservation areas and with listed buildings. Consequently, nearly all its work is concerned with the study, analysis and consideration of planning applications.

The society is consulted by RDC on planning and developments within the council's administrative area. Occasionally North Yorkshire County Council (NYCC) also consults the society. This consultation process is not a statutory obligation of the RDC, nor the NYCC, but a voluntary and discretionary undertaking, considered by enlightened councils to be good practice.

Consequently the society has for many years accepted the opportunity to be involved in the process and receives exactly the same documentation from the applicants as the council's planning officers, via the good offices of the council.

The boundaries of this consultation are limited to the designated conservation areas and listed buildings within the confines of the RDC but not the Dales National Park. A similar dialogue takes place with NYCC related to its own development with the added recognition of road traffic management schemes. However, the vast majority of consultation is directly related to applications for planning permission and listed building consent, or any other development within the conservation areas.

The principles and objectives of this general role in planning are laid down in the Richmondshire Local Plan 1999-2006. The Plan has been prepared with advice issued by the government covering planning policy guidance and numbered circulars, together with a number of discussion documents. These locally-produced plans follow a consistent line of approach, anchored to a vision and strategy, linked to the means of implementation. In the Prime Minister's words, "..when we make policies, we need to keep in mind what the real aims of the policies are and whether they provide the best results for people and businesses in the long term, rather than merely being a short term fix in response to events".

The Local Plan, which encompasses the structure, criteria and priorities, contains 108 policies, mainly covering planning in the countryside, landscape, farming and diversification, nature, conservation, archaeology, historic buildings and landscapes, conservation areas, recreation, tourism, shopping and transportation. There are seven

schedules, the important ones being related to traditional barns and new uses of agricultural buildings. Finally, there are eighteen guidance notes, relating to agriculture, countryside, landscape, ancient monuments and archaeological sites and shop fronts. These lists include only the main policies, schedules and guidance notes, as the total is numerous and



Cornforth Hill, Richmond, site of various planning applications.

Mark Whyman

comprehensive. There are several integral maps showing the Richmondshire Local Plan proposals, where they affect towns, villages and countryside. Amplifying this are fifty five smaller scale plans of designated areas and locations indicating how and where the policies affect all Richmondshire towns and villages in detail. The RCS Planning Sub-committee makes constant reference to all these documents and plans when considering applications. Conservation-led regeneration – for that is what development is, in all its shapes and forms – works to transform towns and villages into thriving, vibrant places, where people want to live and work. Consequently, heritage regeneration is better value, more sustainable and people like it.

The Department of the Environment, Transport and the Regions issue

a very good guide for householders, indicating almost everything you need to know about the planning system, especially when thinking about altering your home, putting a building in the garden or building an extension. This is particularly helpful when making an application for listed building consent, when you wish to alter or extend a listed building in a manner which would affect its character as a building of special, architectural or historic interest, or should you with to demolish a listed building. It should be remembered that it is a criminal offence to carry out work which needs listed building consent, without obtaining that consent beforehand. Similarly, conservation area consent is needed before carrying out even minor demolitions to gates, fences, walls or railings in a conservation area.

Naturally, as with all legislation, not every law or rule is black and white, as it would be impossible to cover every aspect of detail in legislation. Therefore, judgement and appreciation of architectural history are implicit when considering applications. For example, when considering alterations to fenestration, the scale and size of the window is important; is the window Georgian, Victorian or Edwardian, how many panes of glass does it have, will it blend with the character of the existing windows or the character of the house? Similar design considerations take place when observing alterations to a roof; will a hip, gable or lean to roof be the best solution?

As you will see, the questions and alternatives are endless when considering all the elements of a listed building or an alteration or new development in a conservations area. At this stage, the professional training of an archaeologist, landscape gardener and architect, influence the consideration of the application, which in the end has to be a personal, objective judgement based upon professional training and experience that influences the decision. Increasingly the Planning Sub-committee is confonted by applications which push the boundaries of development in large gardens or the extension of an 'original' house by exceeding the limits on height and volume as it stood on 1 July 1948. The historic environment needs to be part of a successful regeneration of towns and villages, consequently new development should be sympathetic to its historic surroundings.

Finally, in this fast developing world of innovation, commercialism, technology and new materials, it is becoming ever more difficult to protect the historic heritage in which we live, thereby saving our towns' and villages' historic character for future generations.

The aim of the Planning Sub-committee is to understand the historic character, help to contribute to the provision of a sound basis for decisions

on regeneration and contribute to a distinctive 'sense of place', thereby helping to create for us a confident future.

John Clarke is the present chairman of the Planning Sub-committee. He is a retired architect and was Director of Estates of the Wessex Regional Authority.

Richmond Cavalcade - talking points in Richmond over the past year

J. Linda Drury

Undoubtedly the issue most discussed during the last year has been and still is, the District Council's proposal to sell off some of the town's assets, namely Yorke Square car park and Station Road car park and possibly other open spaces, a long list. The proposed sales are to raise cash to finance a controversial move to new Council Offices in Colburn. Figures for an alternative refurbishment have not been produced, nor has the offer of an alternative site off Green Howards Road by the trading estate been properly explored. Richmond has been the administrative centre of Richmondshire for centuries and a move away would diminish this historic borough. Several heated public meetings have taken place. At one, in the Zetland Centre, the police had dogs held ready in Newbiggin for use on the usually peaceable population, now thoroughly angered.

More happily, the District Council's popular scheme for increased recycling of rubbish involves our putting out separately, glass and cans in a bin provided, papers in a blue bag, garden waste in a green bin or sacks and other rubbish as before in black bags. The vast amounts of garden waste seen put out, suggest soil depletion quite soon! It is hoped that we can recycle at least 18% of household waste by 2006.

Perhaps the longest-lasting event in the Market Place this year has been the repair of the entrance to the Town Hall. This has been done to the highest standards following a spectacular crash when the brake of a bus failed and it ran into the Hall. Fortunately no-one was hurt. In the Market Place there are still too many empty shops, some long-empty and dirty like Swintons. The Frenchgate cafe now serves gorgeous tapas and sangria, but its new sign is out of character with the town. The Bargain Booze shop's garish signs are discordant in the traditional setting of Richmond. The flowers outside the Kings Head are again a joy but the passing of the Clock Room there is mourned. To be there when all those clocks struck together in a ragged chorus was a special Richmond

experience! The Green Howards Museum provided fascinating window exhibitions to mark the sixtieth anniversary of VE and VJ Days (Victory in Europe and Victory in Japan) in 1945. Raised in 1688, the Green Howards are to be merged with two others, to be named the Yorkshire Regiment. Across in Maison Dieu, the new owners of Lady Serena's field from which many artists including Buck and Turner drew the town, have begun to reclaim the field from its increasing rankness and to re-seed it.



The Town Hall doorway under repair.
Mark Whyman

Those approaching Richmond by Darlington Road, which is shortly to have a new traffic scheme, have been struck by the amount of school-building going on. The taller-than-expected new first wing of St. Francis Xavier School (SFX) is complete. A second wing, due to open in August 2006, will replace the existing school building. At Richmond School a giant mincing-machine reduced the road-surface of the existing bus park into hardcore for a new, larger one. In front of the Richmond High School building, an award-winning design of 1937 and that great rarity a twentieth-century listed Grade II building, a new technology block, discordant in architecture and incongruously high, has been built. The school's building programme suggests little coherent planning to enhance the appearance of the total complex. Designs seem to have concentrated solely on the utilitarian features of buildings. However, in front of Richmond School the new street lights along Darlington Road now minimise light pollution by focusing downwards, onto the roadway, giving drivers better visibility.

The re-surfacing of Castle Hill has been done in fitting traditional fashion. The flag stones on the high path in Pottergate have been re-laid, though there was bother over the re-instatement of the steps outside the houses at the top of Queens Road. Down by the waterfalls, the Foss, the rebuilt promenade and picnic area are highly appreciated. Ascending Millgate from the Foss, on the left a large new house has been shoe-horned into a small, interestingly-steep corner site, backing onto Castle

Walk. Downstream, the repair of the riverside footpath near Easby Mill has at last come to pass. In the gardens in front of the Friary Tower an attractive gazebo, with benches inside, has been erected. Unfortunately it needs its own litter bin for the use of those who sit there.

The Castle Walk has now been fenced all along. Before, the view from Sleegill opposite was of Richmond Castle rising magnificently from the steep bank, seeming almost to grow from its hill. Now it has been suburbanised, confined neatly behind seemly railings and its ambience thereby much damaged.



On 17th June there was a double supply of street lights near Richmond School, as new ones were erected. *Linda Drury*

The increased provision of waste bins within Richmond should help the sterling work of Richmond Pride, that great voluntary 'clean-up' squad. The new serpent-ended seats in Trinity Square and elsewhere are elegant and most welcome. The return , refurbished, of the one moved from outside 3 Darlington Road is eagerly awaited. Two items which offend the eye are the grit box at the foot of Millgate which blemishes the view from the Castle's Cockpit garden. The orange sheds on Cornforth hill are a similar blight, however the Pottergate rose garden, founded in 1954, where there is a good display of "Peace" roses, has had its crazy paving paths relaid and the seats replaced and the sight cheers those waiting in a queue for the traffic lights at Oglethorpe House.

In September the town celebrated the 850th anniversary (approximately!) of its first charter. With some other documents, two

impressive later charters, well restored, were on show in the Town Hall. Other festive events included cream teas, music in the Market Place, the First Fruits ceremony, cheese-rolling in the Westfields a car boot sale, a raft race on the Swale and an auction of decorated sheep cut-outs. Throughout the week, visiting office-holders, wearing chains, were to be seen about the town. In St. Mary's Church there was an extensive exhibition of embroidery and needlework from many churches in Richmond Deanery, a most colourful and remarkable show of local skill and piety. The charter celebrations ended with a Charter Service in St. Mary's.



Richmond Station. Funds are being raised to convert it into a restaurant, cinema and rooms for a host of activities. *Mark Whyman*

The high spot of the week was the highly-successful visit of HRH Prince Charles and his wife, the Duchess of Cornwall. Their first stop was at the Georgian Theatre Royal to meet those who sustain and run it and to see a play performed by the Youth Theatre., Next the visitors spent an hour in the special Farmers' Market meeting stall-holders and the crowds who had come to see them. The day was brilliantly sunny and a tidied, bunting-decked Richmond was looking its best. After lunch in the Town Hall (egg sandwiches!) the couple ended their visit with a trip to Richmond Station to learn about the projected restoration and development. As the visitors had arrived in Richmond by car, pupils at Richmond School had tried to stop the royal car by pressing the button at a pedestrian crossing! One of the Prince's outriders stopped to say a few words!

Boundary Riding

Mike Wood

Last year in August 2004 I attended my ninth Boundary Riding. My first was in 1948, when I was taken to Olliver Ducket in time to catch pennies thrown by the mayor. These early memories are important and significant. Boundary Riding is one of our most ancient ceremonies. It pre-dates the first Corporation charter granted to the Borough by Queen Elizabeth in 1576. It stated that 'the bounds and limits of the Borough shall extend as has been accustomed; that the Alderman and Burgesses shall perambulate the same, for the surveying, knowing, and limiting their liberties and franchises'. Scots Dyke may have been an ancient boundary and who knows, may have been regularly ridden.

Originally in Richmond we would have ridden a parish boundary and the beating would have been organised by the church. Clarkson tells us that 'At this procession were set up land-marks by which the limits and rights of the Parish were preserved from encroachment. A prayer was said and psalms were sung at every mark, when people were admonished to offer humble supplications to God, that he would be pleased to send them a fruitful season, and keep off plague and pestilence from the earth. Likewise curses were denounced against those who altered or transgressed the bounds of their neighbours. At the same time the company were regaled with bread, cheese, nuts, ale and money thrown about, in order to make a greater impression upon the minds of the younger part of the spectators'. When maps were scarce, beating the bounds was a good way of ensuring that the parish limits would be clearly remembered in case of dispute – hence the throwing of pennies at Olliver Ducket and at other proclamations, which I clearly remember since 1948. In some parishes, although I do not think it occurred in Richmond, young boys 'Who had a long lease of life ahead of them' were beaten, ducked or bumped at certain parish marks so that they would remember the boundaries.

The first Boundary Ride I completed was in September 1955. The Mayor was Councillor F. W. Woodall. The pennies had now become half pennies. I was a pupil at Richmond Grammar School and we were given the day off, provided we perambulated in our school uniform. Another tradition was to tap a firkin of beer at Olliver Ducket. My mother never completed the ride as she was always involved with the Richmond Townswomen's Guild providing the refreshments at Olliver Ducket and Deepdale. In 1983 local MP Sir Leon Britton stepped in to procure a

batch of 2000 newly minted pennies after local banks had problems sourcing new coins. Unfortunately when they arrived they had a1982 date stamp. 1962 was the first time that I was able to sample the ale at Olliver Ducket. I also remember that year our way was barred at the Convent and the Mayor called forth the Pinder to remove the obstructions with his axe.



Tapping a firkin of beer at Olliver Ducket in 1955. Mike Wood's father, second left, enjoys the beer while the Mayor, who was teetotal, takes lemonade.

Mike Wood

Evidence of the importance of the boundaries can be seen on a national scale when Queen Elizabeth I abolished processions of any kind. She decreed that the most useful and inoffensive parts of perambulations should be retained and in particular 'the perambulations of the circuits of parishes'. In fact our first record pre-dating the 1576 charter comes from a dispute. In 1562 Sir George Bowes was in dispute with the Bailiffs and Burgesses of Richmond over the boundary between the Manor of Aske and the Parish of Richmond. The question at issue was whether a parcel of land known as 'Pike purs' belonged to Aske or Richmond. Several witnesses were called and one of them, William Williamson, a tailor, aged 80, describes the boundary 'Beginning at the north side of the water of the Swale up a dyke called the Road Dyke unto a cross which stood in a pasture called Gilling Ox pasture and up westwards by the Spring Beck into a place called Feldom Rig End and down to Deepdale

onto the water of the Swale'. He said that he had seen people walking the boundary 50years earlier (circa1512). He also stated that that rent from the said parcel of land is paid towards the maintenance of the Grammar School in Richmond and was belonging to Richmond. We can only assume that the judgement was in favour of Richmond as the Pike Purse Lane area is still within the boundary.

Another dispute took place around 1764. Again this involved the Aske estate. Cuthbert Readshaw took a lease on lands near Aske from Sir Lawrence Dundas and William Chaytor already had a lease from the Corporation for the purpose of prospecting for copper ore. Workings are still visible to the west of Olliver Ducket and to the north of the racecourse. Apparently copper was discovered near Gingerfield Hedge along the Borough boundary and it was eventually agreed to share the proceeds at this point. It was essential to know where the boundary lay.

I have transcribed below a description of the 1862 riding which took place on 5th November at 9am.

Starting at the Town Hall the procession moved along Finkle Street, Newbiggin and Cravengate to the centre of the Green Bridge. At this point there was a proclamation "I do hereby in the name of the Mayor, Aldermen and Burgesses of the Borough of Richmond in the County of Yorkshire proclaim and declare this to be the ancient and undoubted boundary of the said Borough of Richmond. God save the Queen". There was then a distribution of apples, gingerbread and nuts. Then to Castle Mill with a proclamation at the Force and on to an island at the south east side of Castle Mill for proclamations. To the centre of the Railway Bridge for a proclamation and then to Low Back House Ing at the extreme west end opposite where formerly stood a flax mill the Mayor and Sergeant at Mace went by boat to Hind Wath at the mouth of a small inlet where Scots Dyke runs into the river. Here another proclamation was made from the boat. Then across the Easby path to High Back House Ing, along Scots Dyke to the south east corner of Clink Bank wood to the east side of the garden wall of George Harrison (proclamation). Scots Dyke to the Skeeby road (proclamation then up Breckon Field to a stone marked TD on the north side of Breckon Field (proclamation) then west to a fence where is a stone marked TD then up the hill to a cross fence near Olliver(proclamation). Apples and nuts and a plentiful supply of good ale were served. By the north side of the tower between the pond and a clump of trees to Gilling Lane(proclamation) then to High East Gill on the north side of the school lands to a field near the racecourse, across the road to Bend Hagg to Pippin Barn through the gate into a field lately occupied for spade husbandry to a large ash tree near the fence then

into Kirby Hill Lane. Down Kirby Hill Lane to Badger Wath at Aske Beck(proclamation) then up the beck to Gingerfield Plantation and Whitcliffe Pasture and on the south side of the beck to Coalsgarth Gate into the Out Moor and up the beck to the Seal Potts. Up Seal Potts toSwallow Hole – along the north side ofHigh Moor Plantation to the boundary stone at Sturdy House Lane, crossing in a straight line west of the plantation near the south end of Feldom Rigg to 3 stones known as Lord Stones. Then the west side of High Moor plantation to boundary stone on the Old Road to Reeth and to the top of Deepdale(proclamation)

A plentiful supply of bread, cheese, apples, spices and ale along with new pennies for each boy. To the foot of Deepdale along the river westward to Salmon Gill down Salmon Gill past Collier Hagg Wood to centre of the Swale as far as Grass Beck where the river was crossed into a pasture on the south side called Whinny Pasture and part of a field up the centre of the river to Lownethwaite Bridge (proclamation under centre arch). Then to the weir of Whitcliffe Mill and thence past James Cooke's, the Nunnery and Temple Lodge to the Bridge – more pennies spices and nuts and up New Road to the Town Hall.

They finished at 3-30pm and the cost was £8-14-7.

The three Lord Stones mentioned are at the point where the manors of Aske, Ravensworth and Richmond join. It would have been customary to invite representatives of these manors to meet the Mayor and Aldermen as they passed by to discuss any disputes or matters regarding the boundaries. I have been unable to locate these markers but there is a record of them being replaced in 1927. This route was followed up to the September 1906 event but sometime after that the Corporation agreed with Lord Dundas to alter the boundary south of Coalsgarth and approximately 80 acres of land were excluded. On 25th October 1934 the Council resolved that 'The recognised boundary be that shown on the Ordnance Maps issued by the Ordnance Department of the government' and this is the boundary we



A Richmond boundary stone in Darlington Road near Mile Planting. *Mike Wood*

we ride today.

In the various descriptions the positions of boundary markers or stones are mentioned and many of these need locating. One of the best preserved is on the Darlington Road a few yards from the entrance to Mile Planting.

I have in my possession a token commemorating 'The Riding of the Boundary April 22nd 1878 – T Shaw Mayor'. I have not come across any others so I believe they must be quite rare and only a few were struck. The date is significant as boundaries were traditionally ridden on Rogation Days, which are around April 25th.



A token made to commemorate the Richmond Boundary Riding in 1878.

Mike Wood

Maintaining these traditions is an important part of our heritage and culture. Who knows, one day in the future the Mayor may strike a token, choose a Rogation day and we can all enjoy a feast of beer, nuts and spices – not forgetting the pennies of course!

Acknowledgements :-Christopher Clarkson: The History of Richmond, and Mr. R. W. Waggett

A Task Worth Doing – Swaledale Woollens

David Morris

"Something must be done" said the rector. Appropriately, his name was Dale and his widely-spread parish was centred in the village of Muker. It was 1972 and he was rightly worried that the people of Upper Swaledale were in danger of becoming a dying community. Up in Keld, there was no school, the post office was no more and even the pub had closed its doors. Thwaite, the next village, with only a guest house to keep it alive was certainly looking 'tired' with a number of buildings empty and needing repair. The future was hardly rosy – "we could be left with sheep and nowt else" was the view of one observant local.

A village meeting was called but, as is often the habit of such gatherings, no solution was forthcoming. Everyone sought solace in the Farmers Arms and to help things along I upspoke and suggested the old handknitting industry, so much part of life in the lead mining days, might well be revived. There was a bit of a hush and, as usual happens, if you put forward an idea you finish up getting the job. So it was that my wife

Grizel and I set about creating a cottage industry knitting business which was to bring us much interesting work and pleasure for the next thirty years. Although we knew a bit about wool we needed some technical advice about spinning and the wool fibre the Swaledale sheep provide. The Wool Secretariat was particularly helpful and with cooperation from the Marketing Board who had already thought up a Swaledale sweater design, we began to feel quite pleased with ourselves. Back on the job in Swaledale, we knew that word was getting around about our venture. We put a little notice in the local paper asking any experienced local knitters to contact us. Some rather cautious enquiries came back mostly from farmers' wives and widows who thought that getting paid for knitting might be a good idea. Most of those who got in touch were descendants of old mining families and a few even remembered how to use the old knitting sticks. How lucky we were! We soon had about a dozen experienced knitters and started making regular visits to them taking cones of Swaledale wool and collecting the knitwear we asked them to make.

It was time to sell our wares and we had already made a tentative move to try and make some mail order sales. A kind friend offered us a little studio room in Muker for a shop and when two wonderful local ladies – Lizzie and Alice – offered to be our first shopkeepers, we opened for business. About that time, an expedition was setting out to reach both the North and South Poles and the Wool Board rang to say that the expedition needed 100 pairs of warm woollen gloves – could we help? With tongues in cheeks – 'of course' we said and hastily rounded up all the knitters we could to start making gloves. It was a tall order but we did it and not only got some publicity, we were invited down to London to meet Sir Ranolph Fiennes and members of the expedition before they left. We always wanted the knitters to feel they were part of the business and we labelled everything they made with the knitter's name – this brought an unexpected result when one of the knitting ladies received a proposal of marriage! The showing of the James Herriot vet films helped to bring overseas visitors to this country and it certainly helped us do a bit of exporting. By then we had recruited about thirty knitters and we needed a bigger shop. My wife and I had a large cottage in Muker village and we decided to let the business take over the ground floor for a shop. There were many willing hands to make it possible and in 1981, when we opened with a wonderful village party – Swaledale Woollens Limited was really in business. Even Tyne Tees Television joined in the fun.

Business was brisk and we took on an able manageress and more local ladies to serve in the shop. An American magazine described us as

'a cute little English business' and gave us a helpful write-up. We suddenly had a lot of American trade and Muker village postmistress had a busy time, so much so that the Post Office Headquarters queried why she was suddenly selling so many stamps. We had to laugh at some of the orders we received, such as the request for some huge hand-knitted stockings from an American Indian with the apt name of Big Chief Bigfoot and there were a few raised eyebrows when a man in Saudi Arabia asked for a very warm sweater – 'it gets cold at nights' he said. It was a time when Glaxo Laboratories invited their Japanese agents to come to England and visit their factory in Barnard Castle. We had a display in a Darlington hotel where the agents were staying and they liked the look of our woollens. We invited the whole party to come to Richmond and took over the Town Hall for an afternoon. Not only did they buy our products they liked the look of Richmond and photographed anything within reach!

Times have changed since then and overseas visitors to Swaledale have thinned down but these are the days of the internet and, though the web is a bit impersonal, it is a useful way of doing business. Thirty years have gone since we started our venture, the main object of which was to



Thirty-five Swaledale knitters in Muker Village in 1989, behind David Morris and a prize Swaledale sheep. *Dan Wright*

help build up the economy of Swaledale. Though we have been successful, we are sad that so many good dales people have now passed on with few young ones to take their place. High property prices and too many holiday cottages have done little to preserve the village community life. Fortunately, we were able to pass our business to the very able wife of a local farmer and with the help of two other local ladies, she is making sure that Swaledale Woollens Limited continues to thrive for the benefit of the area.

Wensleydale Railway

Maureen Stockbridge

An Act of Parliament of 1846 gave permission for a railway in Wensleydale. Various routes were considered and the 'Railway King' George Hudson showed interest. Finally the North Eastern Railway began work and the line between Leeming Bar and Bedale was opened on 1 February 1855 for goods. A further section was opened in May 1868 when passengers were first taken. The track reached Askrigg in 1877 and Hawes the next year. It continued to Hawes Junction (since 1933 known as Garsdale). This completed the important link to the famous Settle to Carlisle line. Originally the train started at Northallerton, stopping at Ainderby Steeple, Scruton, Leeming Bar, Bedale, Crakehall, Jervaulx, (Newton-le-Willows), Finghall Lane, Constable Burton, Wensley, Spennithorne, Harmby, Leyburn, Wensley, Redmire, Aysgarth, Askrigg, Hawes and Garsdale. Jervaulx was referred to as 'Gervallux' by locals according to a resident of Harmby who used to travel by train to school. The name was added to the line so as not to be confused with Newton-le-Willows in Lancashire.

In its heyday there was a tremendous amount of goods traffic on the line, including coal to Leyburn from the Durham coalfields and livestock, especially at winter sale-time. Horses were transported to and from Middleham racing stables, including Dante, Derby Winner (1945) and Sheila's Cottage, Grand National Winner (1952). The Express Dairy sent large amounts of milk daily over a wide area, some as far as London, with 15,600 gallons to Finsbury Park, also 15,600 gallons to Leeds and some 18,000 gallons to Appleby. This continued until 1937. After that motor transport took over, greatly affecting the railway. However, the large trains of limestone taking loads to the British Steel factories at Redcar and Teesside kept the line busy. There were several quarries in the area. The one at Harmby was opened by the Siddal Brothers in 1908.

Redmire was an even bigger centre and continued to work until 1922.

Passenger services between Northallerton and Hawes ended in April 1954 and sadly the line up to Garsdale was closed in March 1957. When the passenger services ended from Hawes to Garsdale on 24th April 1954, the train, a 55-year-old Darlington built tank-engine, called locally 'Old Faithful' was given a great 'funeral' type send off. Lots of people boarded the train with picnic baskets to commemorate the passing of an era. The Vicar of Redmire, the Reverend D. T. Reynolds Carling, completed the atmosphere by draping a black wreath on the engine saying 'Goodbye Old Faithful'. Flags were at half mast, black bands draped the carriage and crowds lined the track to say farewell to Engine No. 67345.



The locomototive 'Austerity' seen at Leyburn station 25th February 1967

Arthur Hartley

When the rest of the line seemed to be in danger of closure in 1993, the Ministry of Defence helped to reinstate it by spending £750,000 to use trains to take armoured tanks etc to and from Catterick Garrison to other military bases. Several trains per year still use this system. However, it is quite a headache for the Wensleydale Railway Association (WRA) staff as they have to be on duty for 4.30am and then invariably the trains are delayed. The recently collapsed tunnel at Hitchin had a great knock-on effect for WRA.

The Wensleydale Railway Association was formed in 1990 after a number of local people and rail enthusiasts met in Redmire. After a lot of work and money, the track was leased from Rail Track. Eventually it is hoped to reach Aysgarth, but the main objective at present is the purchase of land near Northallerton to build a platform, as the old platform is now a car park. Some local people have got together and cleared trees and weeds off the Old Station House at Scruton. The WRA now has over 3,000 members. When I chose to become a crossing-keeper, I had not realised that I would have to spend a whole day training in a classroom, plus half a day of practical experience on the line itself. However, I heard that in March 1958 a lady keeper was killed in the fog at Yafforth, leaving a husband and eight children, so one has to take great care.

The trains now start from Leeming Bar, calling at Bedale, Finghall (used in the James Herriot films), Leyburn and terminating at Redmire. Redmire is a good place to start a walk, especially to Aysgarth or returning to Leyburn via the Shawl. This summer there have been four trains per day, up to Redmire and returning to Leeming Bar. There are also lots of 'Specials' which include the yearly visit by 'Santa'. All children get a ride on the train and receive a present from Santa, while the adults sit back and enjoy a glass of hot punch and mince pie. The diesel multiple-unit trains usually run the daily services but the WRA also has two Class 31 and one class 37 locomotive engines for 'specials', usually at the end of a day. Twice a year there is a visit from 'Thomas the Tank Engine', another good family day out. It starts with a welcome from the Fat Controller, before the train ride (steam). There are lots of activities: a story teller, stalls, hog roast, and entertainments. Christopher Awdry, son of Reverend W. Awdry has written several books based on the Wensleydale Railway.

On 4th July 2003 a big celebration brought out the crowds again for the official first train from Leeming Bar to Leyburn. Many celebrities were on board, including our local MP, the Right Honourable William Hague and his wife, Ffion. Bands played and flags flew to welcome the new train service. Again on 5th March 2004, a Royal visit by the Duke of York saw large crowds and a train full of local notables and volunteers. Prince Andrew had never ridden so near to the driver and really enjoyed the trip. The royal family has often stayed near Bedale Station when the royal train used the area for an overnight stop. This year Grant Rail bought a new Matisa Tamper machine to the line. It was built in Lausanne, Switzerland and cost between £3 and £4 million. It is the very latest piece of computerised equipment. It is being used here to train Grant Rail staff to WRA benefit. This machine can lift and realign the rails accurately and it also brushes ballast (the gravel between railway sleepers) and rail fastenings. In June this year a steam loco, the Lord Roberts, owned by Bo'ness and Kinniel Rail took a group of interested passengers to Castle Hills (near Northallerton), again welcomed by large crowds, there to see the first steam train since 1967 on the line. Only the local horses in a nearby field were not so happy to see a train belching steam!

Leeming Bar Station (near the A1) is the main depot and office of the WRA. There is a good shop and buffet car. Bedale Station opened again in August 2004 and is to be upgraded with craft shops etc. Finghall is half a mile from the village and also handy for two caravan sites. Leyburn has good shops and a great collection of railway books and old

magazines and memorabilia. Redmire Station is handy for the village and has a good car park. The trains have a buffet car and special cream teas or picnics can be ordered in advance. I know of one RAF reunion party who intend to charter a special train in the evening to take a large party to Castle Bolton for a candle-lit dinner.

The Wensleydale Railway Association always needs volunteers. Some go on to become guards or engine drivers. Track maintenance crews are also in demand, an essential part of running the railway, they work long hours, sometimes till 2am, I am told. For more information contact www.wensleydalerailway.com or telephone 08454 50 54 74.

Mrs Stockbridge is a native of Richmond, although she has worked with steeple-chasers in Ireland and lived in Tobermory, Scotland. For some 20 years she led Rambler Holidays in Spain and she enjoys caving.

Richmond Dales Amateur Swimming Club and its World-Class Members

Judith Mitchell, Eveline Pearson, Barbara Hardisty and Gill Jackson

The Sydney Olympic Games in September 2000 were exciting times at Richmond School. Pupils filed into the school hall where, on a large TV screen, they watched a school-mate, Nicola Jackson, compete. In the Athens Olympics of 2004, again, Nicola's sister Joanne qualified to represent her country in swimming. Nicola's event was the 200 metres free style and she was in the British relay team of four and reached the final. Joanne's Olympic events are that relay and also the 400 metres individual free style, for which she had already won a gold medal at the European Championships in 2003. In summer 2005 she competed in the World Championships in Canada. The sisters began their international careers here at the Richmond Dales Amateur Swimming Club, at the swimming pool beside the old Richmond railway station. However, swimming in Richmond was not always so convenient!

In the 1930s the first swimming pool in the area was built at Catterick Camp at Sandshome, a short-lived hostel for soldiers' families when coming to visit them. Pupils at Richmond Schools were invited to use it. A decade earlier as a pupil remembered, the girls of Richmond High School walked in a crocodile from their premises in Frenchgate towards the Reeth Road. There they went down below the Convent to a pool in the River Swale, by the dam serving Whitcliffe Mill. There in the cold

river, wearing bathing costumes of heavy knitted wood, they were given swimming lessons. Memories of misery! Swimming in Richmond had come a long way since then!

The present Swimming Club at Richmond was formed after a series of meetings held under the auspices of the County Youth Services, to which representatives of all interested youth organisations were invited. A steering committee was formed, volunteer instructors were enlisted, and the Club commenced on 1st April 1976, with approximately 300 children attending at the first session. Club members could participate in any of the many disciplines offered, including learning how to swim, stroke improvement, life saving awards, Amateur Swimming Association (ASA) personal survival awards, water polo, synchronised swimming and the beginnings of a competitive swimming section.

Over the years the Committee and team of instructors changed, as did the structure of the Club. Stroke improvement and competitive swimming gradually became the main focus as it had become increasingly difficult to find specialist instructors for water polo and synchronised swimming, which eventually ceased to exist.



Richmond swimming pool. It was opened in 1976 and the pool, poolside and other areas have been retiled in 2005. In the background are buildings belonging to Richmond's old station. The pool is run by Richmondshire Leisure Trust.
Mark Whyman

The Club now has 150 members and meets on Club night each Thursday, with a Coach, two Assistant Coaches and further qualified helpers. Extra training sessions are available on all days except Saturday, and some members swim in local and national events. The Club now works to the ASA swim programme and has been awarded "Swim 21" recognition.

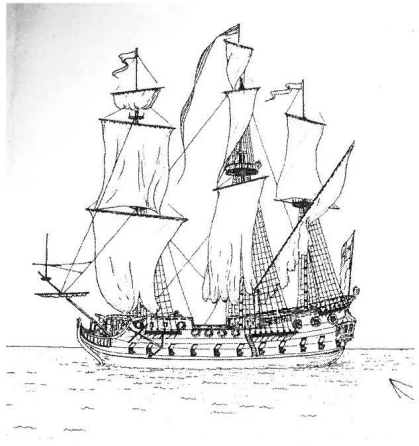
Richmond and H.M.S. 'Richmond'

Daphne Clarke

The first H.M.S. 'Richmond' to be commissioned by the Royal Navy was built in 1655 or 1656 and originally was named the 'Wakefield' commemorating a minor victory by the Parliamentary forces. At the restoration of the monarchy in 1660, the vessel was renamed H.M.S.

Richmond probably after Charles II's supporter Charles Stuart, who returned to England with him in 1660. Stuart was first created hereditary Admiral of Scotland and that same year, in August 1660, he succeeded his cousin as Duke of Richmond and Lennox. This first H.M.S. Richmond was a twenty-six gun warship and served throughout the wars with the Dutch. Any comparison between her and her current successor, the eighth to bear the name, is almost impossible. We in Richmond are proud that the vessel bears our name as well as that of the Duke of Richmond and of the town of Richmond-on-Thames, the name of which was changed from Sheen by a decree of Henry VII, himself Earl of Richmond when he became king.

The second H.M.S. 'Richmond' was a very different vessel: an eight-gun yacht, which saw service from 1672-1685. The third vessel had a more romantic history. Originally a fifth-rate twenty-gun French frigate, the 'Dauphin', it was captured by the Royal Navy in 1745 and renamed the 'Richmond'. She served in the Leeward Islands until 1749. In 1757, a fourth H.M.S. 'Richmond' was launched. She was a thirty-two-gun fifth-rate vessel which took part in the St. Lawrence Campaigns, including the capture of Quebec in 1759. She was also part of the Channel blockade where she destroyed the French frigate, 'Felicite', off the coast of Holland. In 1762, she took part in the capture of Havana and in the American War of Independence, finally being captured by the French in 1781.



The first H.M.S. Richmond of 1655/6, a drawing reconstructed from known details *Harold Dick*

It was some twenty-five years later before the fifth H.M.S. 'Richmond' was commissioned in 1806. She was a fourteen-gun brig and saw action off the coasts of Spain and Portugal before being sold in 1814.The sixth vessel to bear the name was a trawler requisitioned during the First World War. The seventh H.M.S. 'Richmond' was originally an elderly United States destroyer, the U.S.S. 'Fairfax', which was transferred under the Lend-Lease agreement during the Second World War whereby, in return, the British Government gave certain rights in the West Indies to the U.S. Navy. Commissioned in 1940, she was

engaged in escort duties in both the Atlantic and Arctic campaigns. In 1943, she was transferred to the Soviet Navy, with which she served until 1949 when she was returned to England and subsequently scrapped. It is interesting to note that the Mayor of Richmond at the time of herjoining the Royal Navy, Alderman William Robinson, who with his wife, Dolly, served as Mayor and Mayoress throughout the war, gave a speech on the occasion of the vessel's renaming. The Navy decided to rename this group of Lend-Lease vessels after towns inboth Britain and the United States and they thus became known as the Town Class. "As Mayor of this Ancient Borough of Richmond, Yorkshire, I am taking this opportunity of thanking those citizens of the United States of America for their good wishes to this country and its cause so recently and firmly expressed. We are particularly proud that the honoured and ancient name of Richmond has been given to one of the destroyers now helping in the fight against what we believe to be our common enemy. To H.M.S. Destroyer 'Richmond' and to the towns in the United States bearing our name, we send our warm greetings and good wishes."

When it was announced in 1991 that a new Duke Class frigate was to becommissioned by the Royal Navy, the then Town Clerk, Mr. Alan Wilcox, wrote to the Ministry of Defence stating that, "Richmond in North Yorkshire, being the mother town of all the Richmonds throughout the world, we request that the new ship be named after our town. The original Dukedom of Richmond refers to our Richmond, the original seat being our castle." The reply from Lieutenant Commander Michael Pearce, Secretary to the Captain of the Fleet, stated, "Anticipating that there may be bids for affiliation from both Richmonds, I did some homework and found that the original seat was indeed in Yorkshire. I agree that your claim has much merit." The Duke of Richmond, when consulted, affirmed that his seat was Richmond in North Yorkshire. The ship's captain was then able to accept Richmond's request to adopt the vessel officially.

H.M.S. 'Richmond' was not, however, the first naval association with the town. In 1941, Richmond had adopted H.M.S. Pimpernel. The local area was asked to raise £ 120,000 for the ship and to help the war effort. Local Richmondshire councils actually raised the magnificent sum of £228,000, the extra being used to buy other navy vessels. There is a plaque recording this achievement in the Town Hall. The present H.M.S. 'Richmond', the eighth to bear the name and probably the only one to be so named right from the start, is the tenth of the Type 23 Duke Class Anti-Submarine Warfare Frigates in service with the Royal Navy. She was the last ship to be built on the Tyne by Swan-Hunter Shipbuilders

and was considered by many involved in her building to be one of the finest ships ever to leave a British Yard. With her wealth of modern, sophisticated armour and weaponry, including Harpoon anti-ship missiles, the quay-side. The High-Commissioner of Malaysia made a speech. Our Mayor also made a short speech and she remembers saying that seeing this early stage of the ship's growth was rather like sowing a seed and watching it grow as she thought about the ship and its relationship with our town. A box containing a Richmond Shilling, a Malaysian ringitt coin, and a coin of the realm, was laid in the keel and a replica kept for subsequent display in the Officers' Mess. A buffet lunch and a tour of the ship-yard concluded a most memorable day. The reason for this intriguing Malaysian connection is a mystery. Would anyone who knows please enlighten the author.



The latest H.M.S. Richmond *© Crown Copyright*

On 10th April 1993 Lady Hill-Norton, wife of Vice-Admiral Sir Nicholas Hill-Norton, Deputy Chief of the Defence staff, launched the vessel from the Tyne. The Mayor, Councillor John Blenkiron, and his wife attended that ceremony. He recalls that "There was a tear in my eye and a lump in my throat. I was so proud to be standing there representing Richmond." Councillor Devlin and His Exellency Tan Sri Wan Sidek, the Malaysian High Commissioner were also there. Dr. Philip Welch had suggested that a coach be commissioned to take local residents to see the launch. This was taken up enthusiastically and the tickets at just £3 sold out very quickly. The oldest person who went along was an octogenarian, Mrs. Bessie Cherry, and the youngest was ten-year-old Christopher World who thought it was "just brilliant". The Mayor-elect, Councillor Angela Harris found it "a more moving experience than I had ever expected: so memorable. The atmosphere was terrific." David Morris, the then Chairman of Richmond and District Civic Society said, "We saw everything...we had an excellent vantage point...it was great to be part of yet another chapter in Richmond's history."

July 1995 saw the commissioning of H.M.S. 'Richmond' at Portsmouth, her home port. This is the occasion when the Royal Navy finally takes over the vessel and prepares her for sea. The Mayor, Councillor Catherine Carr and her husband Tom were invited to attend the ceremony, which had a completely unforeseeable and long term, consequence. As they walked along the quayside, a voice near them said, "I know that man. He used to teach me." It was the Mayor of Richmond-on-Thames, Bobby King, who had been a pupil of Tom Carr's at Richmond Grammar School and whose mother had kept one of the Market Place hostelries. This serendipitous meeting resulted in a link being forged between the two English Richmonds which lasts to this day. Richmond-on-Thames already had quite a strong tie with Richmond in Virginia and soon after this quayside encounter, a party from both towns went across to the States and spent a memorable few days as the guest of the Mayor of Virginia. He was the first black mayor of the town and the ramifications of that fact during the visit are well remembered by people in the party. Also at the commissioning ceremony in Portsmouth was the Duke of Richmond. When asked by our Mayor why he never came to Richmond, his reply was to the effect that he was worried that he might be asked to take over the upkeep of the Castle!

The decision to confer the Freedom of Richmond upon H.M.S. 'Richmond' was taken in Council on the 26th of February 1995, when Councillor Pam Cross was Mayor, though the suggestion had been made some time earlier by Councillor J.Hendren. The Freedom Ceremony was held in the castle on Sunday 21st July 1996 on one of the hottest days of the year, as Mayor Clive World recalls vividly. The full ship's complement of 150 sailors under the Captaincy of Commander A.G.H. Underwood, marched through the town to the castle led by the Normandy Band of the King's Division. Also in the procession was the widow of the bosun from H.M.S. 'Pimpernel' who had travelled from Liverpool for the event. A colourful ceremony then followed and the Scroll of Freedom, in its carved oak casket, was paraded. The ship's company then exercised its Freedom of Entry and marched past the Mayor on the dais in front of Trinity Tower, with swords drawn and drums playing. The beautifully illustrated scroll in the Town Hall commemorating the event states that:- 'The Council...appreciating the glorious traditions and eminent services of the Royal Navy during many years of loyal and devoted service to our beloved Queen and country and remembering the friendly and cordial relations which have existed between H.M.S. 'Richmond' and this ancient town, do confer upon H.M.S. 'Richmond' the Freedom of Entry to the town of Richmond on

ceremonial occasions with swords drawn, bayonets fixed, drums beating, bands playing and colours flying.' An evening meal in the King's Head rounded off yet another special day in the history of Richmond.

In February 1997 Mr. Mike Porter presented a carved oak lectern to contain the H.M.S. 'Richmond' Book. This is on permanent display in the Town Hall. Later that year H.M.S. 'Richmond' began her first deployment in the Far East. This included a trip to Vladivostok, the home of the Russian Pacific Fleet. It was the first visit to Russia by a Royal Navy warship for 111 years. At the end of that year, she escorted H.M.Y. 'Britannia' during the first part of her final tour of the United Kingdom. In 1998, after two major NATO exercises, she took part in the U.S. Navy Fleet Week. In July of that year, the ship was presented with a pair of silver cellars from the town. 1999 was dominated by the ship's involvement in the Atlantic Patrol. In May 2000, she rejoined the Fleet after a major weapons up-date and the next two years saw her operating with frigates and destroyers from other NATO countries in the Mediterranean and also in the Caribbean. She arrived in the Arabian Gulf in February 2003 and was involved in the support of troops ashore during the Iraq Conflict, returning to base in the August.



The Freedom of the Borough of Richmond was conferred on H.M.S.'Richmond' in 1996. Here the full ship's complement march through the Market Place. *Alan Wilcox*

While at sea, wherever in the world the ship might be, there is a regular exchange of information with our Town Hall via e-mail, sometimes including 'snap-shots' of the crew on duty. Over the years, whenever H.M.S. 'Richmond' has been in local waters, there have been Civic visits and sporting inter-changes. These latter have included games of golf, soccer, rugby, tennis, hockey, darts and even dominoes, generally followed by refreshments of one sort or another. October 2000, when Councillor John Harris was Mayor, a party of forty people from the town visited the ship in the Tyne. Councillor Michael Heseltine,Chairman of Richmondshire District Council, expressed his delight at the visit saying he "found it an exceptional experience." This visit was followed by crew members coming to play hockey and football

against local teams.

During his two terms of office as Mayor of Richmond, Councillor Stuart Parsons had a number of contacts with the ship, including a visit to Hull in February 2004, when Rear-Admiral N. Harris, O.B.E., paid the ship an official visit. Perhaps the most memorable trip was when the Mayor flew out by helicopter to join the vessel in the North Sea. He recalls wondering, should there be mishap, whether he should rescue the mayoral chain or himself! He also managed a trip up the Thames from Gravesend to a berth near Tower Bridge. To join the ship, he was taken by road through London in the official car of the Mayor of Richmond-on-Thames, seemingly a Bentley once owned by the Queen Mother: he recalls "a very smooth ride".

Whenever H.M.S. 'Richmond' is berthed in the Tyne, there is always an invitation to join the Captain and crew on board the ship. Usually, a coach party is gathered, the Civic Party being joined by other interested local people. A similar group from Newcastle joins the party. Light refreshments are served. In 2004, these were provided by a group of catering students from Bishop Auckland Technical College who had spent time on board as part of a recruiting drive and who provided an excellent buffet. A tour of parts of the ship follows and, in 2005, the evening was rounded off with the Sunset Ceremony of lowering the Jack, at which Mayor Russell Lord took the salute. In February 2005, during his year of office, the Mayor was given a very rare opportunity of travelling with H.M.S. 'Richmond' from Portsmouth to Newcastle. He recalls that it was "a truly memorable journey which enabled me to experience at first hand the sheer professionalism shown by each member of the ship's company. I learned in detail their deployments during 2004, including the relief work in the hurricane-torn Caribbean. It became very clear to me that the crew did considerably more than just their job—and they did it in style." He was shown many aspects of life at sea, from the War Room to the laundry. Picking out memorable moments was quite difficult. Perhaps the two which Mayor Lord remembers best were watching the traffic in the Channel at midnight with ferries travelling from north to south, H.M.S. 'Richmond' and other ships sailing east-west, and fishing trawlers trying to manoeuvre amongst them all and his ride in a Lynx helicopter, taking off when the ship was doing 15 knots, and witnessing first-hand the variety of evasive actions that could be taken in a conflict situation. He concludes by paying tribute to the "unbelievable hospitality, particularly for allowing me to take the Salute at the Sunset ceremony on board. The memories of the experience will stay with me for ever".

The voyage from Portsmouth was the prelude to a weekend of ship/

town involvement. On the 18th February 2005, a Civic Party and a number of local people were entertained to cocktails on board the ship at its Tyneside berth, again with an opportunity to look round parts of the ship. On Sunday 20th February 2005, the Captain and a contingent of the crew exercised their right as Freemen to march through the town with bands playing and swords unsheathed. The Royal Marine Band had come down from Scotland especially for the occasion. On a bitter, lightly-snowing day when the flakes drifted onto the gathered crowd rather like the poppies on Remembrance Day, the ceremonies took place in the castle with a large crowd of onlookers, including Richmond's M.P., the Right Honourable William Hague. The Mayor inspected the mariners and we witnessed the ceremony, always moving, of lowering the flag at sunset. The day was rounded off with the traditional buffet at the Town Hall. The following day the ship set sail for Portsmouth were it would undergo a complete refit.

In preparing this article, I acknowledge the help of Councillors and Town Clerks, past and present, Jane Hatcher and the Liaison Officer of H.M.S. Richmond to whom I give grateful thanks. Many dates depend on personal recollections and may not be exact.

Daphne Clarke is a native of Hull who has lived in Richmond for six years. Pupils during her teaching career ranged from toddlers to Vietnamese boat people and prisoners in Durham Gaol. She is now studying for a degree in creative writing.

This year, 2005, is the bicentenary of Admiral Nelson's well-remembered victory at the Battle of Trafalgar off south-west Spain To mark this we explore local connections, introduced in 'Notes and Queries' last year.

The Reverend Alexander J. Scott, Nelson's chaplain

Doreen Sandford

The Reverend Alexander John Scott, vicar of St Anne's, Catterick from 1816 to 1840 was Nelson's chaplain on the 'Victory' at the Battle of Trafalgar and was with him when he died. He was the son of Jane (née Comyns) and Robert Scott, a retired naval lieutenant and nephew of Rear-Admiral Alexander Scott and was born at Rotherhithe on the Thames estuary on 23rd July 1768. On his father's death in 1770 the family were left in difficult financial circumstances and so his Uncle Alexander, who

was going out to the West Indies in command of the 'Lynx', took the four year old boy with him. In 1777 "Little Toby" was sent to Charterhouse School, London and from there he went on to St. John's College, Cambridge where, like many before and since, he ran up debts due to his "convivial disposition".

After graduating in 1791 he was ordained deacon to a small curacy in Sussex and in November 1792 he became a priest. As he was still in debt and being pressed for payment, he turned to his uncle for financial help. None was forthcoming and so he went to sea as a chaplain on the 'Berwick' under Captain Sir John Collins who had been an old friend of his father. The fleet. under the command of Admiral Hood, had been despatched to patrol the Mediterranean and it was whilst Scott was there that his flair for languages came to be of special use. He was already fluent in French and on the voyage out he taught himself Italian and Spanish. It was in the Mediterranean that Scott came to the attention of Lord Nelson. Since his linguistic skills were of paramount importance to the navy, they employed him ostensibly as chaplain but there is no doubt that he was used from time to time on spying missions: "He was frequently sent, as though on leave, to Leghorn, Naples, Barcelona or other places; and the readiness with which he gained admission to fashionable society enabled him to bring back important intelligence, or occasionally to obtain concessions which would not have been granted on formal application".

In March 1795 the 'Berwick' was captured but fortunately Scott was "on leave" in Leghorn at the time. His next appointment was with Sir Hyde Parker on his flagship the 'Royal George'. Parker, quickly appreciating Scott's linguistic abilities, employed him as a foreign secretary and Scott subsequently accompanied Parker to the West Indies. Due to Parker's influence with the governor, Scott was appointed to the living of St John's, Jamaica at £500 a year, which he held along with his naval chaplaincy.

In 1800 Parker was promoted to commander-in-chief of the fleet in the Baltic and, once again, Scott went with him. Scott's remarkable aptitude for languages was second to none. He already had a good knowledge of German and he quickly picked up Danish and then set about learning Russian. After the successful Battle of Copenhagen, Scott was employed as secretary to the peace talks at the special request of Nelson. Nelson offered him employment, but Scott, with commendable loyalty, refused to leave Parker's service.

Late in 1801 Scott learned that his living in Jamaica would be declared vacant if he did not return at once. He made the necessary arrangements travelling out in the 'Téméraire'. Whilst in the Caribbean he went on a

mission for Admiral Sir John Duckworth to gather intelligence from the French stationed at St Domingo under the command of Napoleon's brother-in-law, but on the return journey, his ship, the 'Topaz', was struck by lightening which damaged the mizenmast causing many casualties. While sleeping in his cabin, Scott was struck by lightening which started a fire and set his clothes alight. As there were powder horns in the cabin there was also a great explosion, which knocked out two of his front teeth, badly lacerated his mouth and jaw and caused severe concussion. He was also paralysed down one side of his body and it was some time before he recovered. As if this wasn't trouble enough, when he got to Jamaica he found the governor had given his living away. However good news was soon forthcoming - the governors of Charterhouse had decided to offer him the living of Southminster in Essex, which he gratefully accepted. His doctors suggested that, once back in England, he take the waters at Bath, but this idea failed to impress him. He wrote from Jamaica before leaving for home of his preference for Southend as "a watering-place, close to my (new) parish ... ... I expect to get three and sixpence a day, half-pay, as chaplain to the navy".

If Scott had hoped for a quiet life in Essex he was to be disappointed, for Nelson had other plans. He persuaded Scott to join him on the 'Victory' where he worked as private secretary and interpreter to Nelson. The navy paid his chaplain's stipend and Nelson personally paid him £100 from his private means.

Scott was with Nelson when the admiral was mortally wounded at the Battle of Trafalgar. The famous painting by Arthur William Devise, 1763-1822 in the Greenwich National Maritime Museum, shows Scott bending over Nelson rubbing his chest as he lies dying in the cockpit of the 'Victory'. (Scott described the cockpit as being "like a butchers shambles" and on his discharge from the navy would never speak about it). Of his dear friend he said. "When I think, setting aside his heroism, what an affectionate, fascinating little fellow he was. ..I become stupid with grief for what I have lost". On the 'Victory's' return, Scott attended the coffin as it lay in state at Greenwich, through until the internment in St. Paul's Cathedral Although Lord Nelson acknowledged Scott by bequeathing him £200, the only public recognition he received for his service was to have the degree of DD conferred on him at Cambridge by royal mandate shortly after he quit the navy in 1805.

Before the Battle of Trafalgar Scott had renewed his friendship with Mr Ryder, registrar of the Charterhouse, whom he had known since his school days. Ryder's eldest daughter, Mary had just turned seventeen when Scott began visiting the family. She is described as being "tall

and well-formed, with dark blue eyes and a profusion of auburn hair". Her letters indicate that she possessed "a resolute mind and a clear understanding, with a feeling heart".

After Trafalgar Scott continued to visit the Ryder's where, as a bit of a celebrity, he naturally attracted much local interest. It soon became evident that a strong attachment was developing between Mary and Scott but as he was twice her age, in poor health and with limited financial prospects, when he proposed, Mary was persuaded to turn him down. The couple, however, corresponded frequently and although Mary tried to get her parents to change their minds, they remained unmoved. But their "resolutely minded" daughter had other thoughts on the matter. She consented to be married privately in London in order to prevent the possibility of their being separated in life. Afterwards she returned home keeping her change in status to herself. Scott then sought help from his uncle, Sir Richard Croft, who interceded on their behalf in the hope of reconciling the family to the marriage. After several weeks the family came round and a second service took place on 9th July 1807 at Hendon. Mary then accompanied her husband to Southminster.



Nelson's library chair at Kiplin Hall. Courtesy of Dawn Webster, Kiplin Hall

The couple struggled financially, for the navy strictly enforced the rules governing his meagre pension and the extra he received as vicar of Southminster did little to alleviate his problems. The Scotts had three children, Horatia, (1808), Margaret (1809) and a son (1810) who died in infancy. Scott also had problems with his health during this time, his old wounds from the accident on the 'Topaz' causing concern. He developed a large swelling in the mouth which necessitated surgical treatment, but by the autumn of 1809 he began to recover. However things were still far from well for his wife was also in poor health. After just four short years of marriage she died on 20th September 1811 on her twenty-sixth birthday, leaving him to raise two small daughters single-

handedly. In June 1816 the Prince Regent, having been made aware of the financial problems besetting Scott, came to his aid by offering him the crown living of Catterick on the recommendation of Lord Liverpool and in the following November he also became a Chaplain to the King.

Once Scott was settled in Catterick, he did little travelling other than around his parish and to visit friends, especially the Earl and Countess of Tyrconnel who lived at Kiplin Hall, their library being a constant source of interest to him. His daughters also loved books and as the Tyrconnel's were childless, Margaret and Horatia often stayed with them, commuting between Kiplin Hall and the vicarage. Later on Admiral Nelson's library chair was given to Kiplin Hall by the Gatty family, descendants of Scott's daughter Margaret.

Throughout Scott's time at Catterick he experienced financial difficulties, for the gross value of the living fell far short of his expectations. Although there had been several years of legal wrangling over a tithe dispute, Scott had been led to believe that this had been resolved in the incumbent's favour. The courts had indeed found in favour of his predecessor, the Reverend Byam. Unfortunately for Scott, Byam had died in Brussels the day before the ruling was passed, and as a consequence Scott was forced to begin the legal procedures all over again.



Alexander Scott's home in Catterick, the Vicarage, demolished in 1968, photographed here in 1903on the occasion of a Unitarian Pilgrimage to Catterick Bridge. Mark Whyman

During the years of Scott's incumbency, much time and effort was spent going to the law, taking the dispute to the House of Lords on more than one occasion. As he had been looking forward to a quieter life for himself and his girls, this legal friction was something he could well do without. He was still vicar of Southminster which was looked after by his curate in his absence, as well as holding the post of Royal Chaplain. He found solace in his huge book collection, one story going that he went to Richmond with thirty pounds in his pocket in order to buy a horse, calling first at the

bookseller's where he spotted rare old volumes. Needless to say the temptation proved too great and he returned home minus the horse but with many books. The truth of this incident is confirmed by Scott himself in correspondence to Thomas Ryder, father of Elizabeth and Henrietta, the Richmond knitting sisters "... ...bought books and left the horse. Books do not eat anything". The vicarage had books in every room, including the bedrooms and the long gallery .He had a large collection of foreign volumes in forty different languages; however he was not fluent in all of them!

Scott found a good friend in the Reverend James Tate as the following correspondence from Portsmouth dated 5th September 1834 reveals:

"My Dear Old Friend. ... ...Where do you think we all were yesterday? ... ...we all, (nine formed the party) took a boat up the harbour with the pious purpose of visiting as pilgrims your old ship, the Victory, and wonderfully delighted we were ... ... with the interior sights of that city of wood. A full hour or more was soon consumed in wanderings along all the decks, even down to the water tanks at the bottom ... ... The very spot marked with a brass plate "England expects, etc." on which your friend the hero got his mortal wound, and the room now kept sacred, part of the cockpit, or close by it, in which he expired - received due contemplation.

Several weeks ago I got a sight of the dock yard at Portsmouth and shook hands with your hero's favourite sailing master (he is now master attendant in the yard) Atkinson from Gilling. He is a fine, hearty old fellow, and enjoys apparently such recollections with great zest.

Before the close of this month, we all hope to be fairly settled once more within the sound of St Paul's great bell. Next month brings round my periodical duties as canon residentiary. God bless you, my dear friend, and all whom you love.

Ever yours, James Tate."

Both Scott's girls had been educated at home under the care of a governess and were very well read, Margaret inheriting her father's linguistic skills. She went on to become an accomplished artist and engraver and a well known children's author. She was a prolific writer, producing eighteen volumes over a twenty-one year period and some of the leading artists of the day - John Tenniel, William Holman Hunt and Edward Burne-Jones - illustrated her works. Margaret was also a keen collector of seaweeds and wrote an important scientific volume on the British varieties. She became an expert on the subject and had an Australian seaweed (*Gattya pinella*) and a marine worm (Gattia spectabilis) named in her honour. She also produced a book on sundials

and their inscriptions. It includes an illustration of the sundial over the porch of Catterick church as well as other local examples.

Scott died at the age of 72 at Ecclesfield vicarage on 24th July 1840 whilst staying with Margaret and her husband, Reverend Alfred Gatty, who had been the vicar there since 1839. His grave is in the churchyard at Ecclesfield.

The author will be happy to give further references to those interested.

The Zetland Hunt

J. W. G. Cameron

The name "Zetland Hunt" only came into being, officially, in 1910 when, after the distinguished Mastership of the Marquess of Zetland (1876- 1910), the committee decided that, in commemoration of his term of office, the hunt should be renamed the Zetland Hunt. Foxhunting has been taking place within the Zetland Hunt country since the early 18th century and this was almost exclusively carried out by the Earls of Darlington and in particular the 3rd Earl of Darlington, 1st Duke of Cleveland, who was Master of the Raby Hunt for a period of 53 years terminating his Mastership in 1842. The 2nd Duke of Cleveland, better known as Duke Henry of Cleveland, found life rather difficult since, unfortunately, the 1st Duke had for some reason decided at the end of his Mastership to destroy a great number of hunt coverts and for a short period the Raby Hunt pursued deer, until such time as the fox population was re-established. Duke Henry continued in office until 1861 when the Raby Hunt was temporarily disbanded and the country divided among the Bedale, Hurworth and South Durham Hunts. This arrangement did not last long and in 1866 the Raby Hunt was revived by Mr. Cradock of Hartforth Hall who continued in office until 1876 when the Marquess of Zetland purchased Mr. Cradock's hounds.

In 1911, on the termination of the Marquess of Zetland's Mastership, the kennels were removed from Aske, seat of Lord Zetland, to their present location at Aldbrough St. John. The land for the kennels was donated by Mr. Wilson of Cliffe Hall and capital expenditure funded by the members of the Old Raby Hunt Club, who each contributed £100 towards the new project. To this day, the ownership of the kennels and the hounds is vested in the Trustees and Members of the Old Raby Hunt Club. The club was founded in 1786 and temporarily disbanded in 1861 when hunting ceased in the area. However, Mr. Cradock revived the club in 1872 and it has remained since that date as an important and fundamental part of the

Zetland Hunt, having a membership of 100 gentlemen whose obligation is "to further the interest of foxhunting in the Zetland Country".

Once the hunt was established at Aldbrough St. John, Major Herbert Straker, a son-in-law of Mr. Cradock, took over the Mastership of the hounds and in 1920 Lord Barnard, a direct descendent of the Dukes of Cleveland, joined his father-in-Iaw Major Herbert Straker in the Mastership. Lord Barnard continued in Mastership for 42 seasons resigning in 1962. During that period there were two prominent amateur hunstmen being Captain Jaffray and Captain The Hon. Colin MacAndrew.

In 1965 Colonel Ferens, Captain Bigge and Lt. Col. Edwards-Heathcote took over the reins until the 1970's. Mr. & Mrs. John Snowdon commenced their memorable and distinguished Mastership in 1971 which was to continue unti11980. During that period they were ably assisted by Major Potts and Mr.Willie Barker.



An old photograph entitled "Meet of the Zetland Hunt, Richmond Market Place, Easter Monday, 1896."
H. J. Metcalf and Mrs. V.H.Fawcett

From 1980 excellent sport was enjoyed with the Mastership mainly consisting of farmers including Mrs. Peter Westgarth, Mr. Willie Lax (who was sadly killed in a farming accident in 2004) and Mr. John Hodgson. Martin Thornton was hunting hounds with great panache and Mr. Ernest Fenwick was giving the ladies and gentlemen a great lead across the countryside. Mrs. Vaux of Brettanby Manor and Mr. Benjamin Burton (an amateur Huntsman from the Midlands) did sterling work from 1992 until 1996 when the Mastership consisting of Mrs. J.W.G. Cameron, Mr. & Mrs. Paul Morrison and Mr. David Robinson took over with David Jukes ably hunting the hounds.

In 2005 traditional hunting became illegal, having been banned by Mr. Blair's Labour Government. It remains to be seen whether or not this controversial law can be overturned at a future date, but it would appear that within the muddled legislation there is scope for foxhunting to continue, albeit not in the same manner and style as previous generations have enjoyed. Mr. Vigors and Mr. Allison are Masters for the season commencing 1st May 2005 with David Jukes continuing to

hunt hounds on their behalf. Matthew Tunmore continues as first whipper-in and hounds are still kennelled at Aldbrough St. John in the same wonderful kennels that were built in 1911.

It may interest some readers to know a little about the Zetland Hunt country and the hounds that hunt within that country. The hunt country is approximately 20 miles long lying between the rivers Wear and Swale and between Darlington and Greta Bridge. The country is hunted two days per week (Tuesday and Saturday) and has an average field of 50/60 horses which can rise to well over 100 mounted followers in the Christmas holidays. There are approximately 30 couple hounds which are kennelled at Aldbrough St. John. The breeding of these hounds is left to the discretion of the Huntsman and Senior Master, but considerable use has been made of Duke of Beaufort blood, plus a little College Valley which provides speed and scope. Autumn hunting traditionally commences as soon as the harvest is cut and hunting continues through to early March, when lambing makes further hunting impossible. In a normal season approximately 25/30 brace foxes are killed which always pleases the many gamekeepers and sheep farmers within the Zetland Hunt country. Eight horses are kept for the hunt staff to ride and this necessitates the appointment of one full-time groom and a part-time groom. Further input is made by amateur terrier-men, fence-builders and earth-stoppers. The cost of running the Hunt in Season 2004/5 was in excess £105,000. The majority of income is provided by members and the subscribers, together with a good deal of fund-raising including Hunt Balls, Point-to-Points and Auction of Promises. The Hunt provides a useful and important community structure, based on friendship and loyalty and whose participants range from the great landowners to manual workers. It is a tragedy that the majority of politicians made no effort to find out about hunting before deciding to ban the sport.

The Founding and Early Years of the Corporation School, Richmond, 1812-1850

Colin F. Stegeman

'Giving education to the labouring classes or the poor would be prejudicial to their morals and happiness; it would teach them to despise their lot in life, instead of making them good servants in agriculture and other laborious employment, instead of teaching them subordination, it would render them fractious and refractory.' John Giddy 1807.

At the lower end of Tower Street, Richmond, on the right hand side are three cottages. These were built in the 1960s using the stone from the Corporation School, later the Drill Hall, which previously occupied the site. The founding and development of the school are interesting when considered against the background of life in the early nineteenth century. The Corporation of the Borough of Richmond had many traditions including the governing the long-founded and reputable Grammar School which catered for boys who were, in the main, fee-paying and had demonstrated academic ability by examination. Although education was not compulsory until 1880, there were a number of schools in Richmond in the early 1800s and some appear to be of dubious reputation. At that time there was no control over the teachers, unlike in grammar schools where masters were required to hold a licence to teach issued by a bishop.

Reference to the parish church register covering the period indicates there were many who were unable to sign their name on marriage, so illiteracy may have had a bearing on the deliberations of the Council as the Richmond Coucher Book contains a report, dated 10th April 1810:-

'The Institution of a School in the Borough of Richmond for the purposes of instructing Youth in Reading Writing and Arithmetic would be a very laudable undertaking and could not fail to be approved by all the Community'.

It is further recorded that the Borough should *'adopt, institute and endow the School out of Corporate Revenue to enable a respectable and moral person to be engaged as Master to operate within rules and regulations set by the Borough. The object of the Institution ought to be, the instilling the Rudiments of Knowledge into the Minds of Children of the Freemen of this Borough and other Persons* Legal Settlement [legally settled] *within the parish of Richmond promiscuously'*. The report concludes *'unknown advantages might accrue therefrom to certain industrious inhabitants'*. The report was presented to the Mayor and Aldermen together with a set of Rules and Regulations dated 11th March 1811 when it was decided that a *'Charity School be founded'* and that the Council *'find a schoolroom for the purpose'* and *'appoint a Committee annually to attend to the internal Government of the School'*.

No reference is made to the building of a school so it is likely that existing premises were used. The Corporation School for boys was opened in 1812 on land previously under the control of the Dundas family. The report sets out the composition of the School Committee which was to be appointed annually and provides *'Rules and Regulations'* which are repeated in the Corporation School Committee book and applied to boys

from the age of eight to fifteen years limiting their time at the School to five years. The aims of the school which were embodied in the rules include the comment *'A Master of indisputable moral character is to be competent to instruct youth in Reading, English grammatically, Writing and Arithmetic'*. Conditions of entry were that applicant's names and ages were to be entered into a book for the purpose kept by the Senior Chamberlain of the School Committee and when of the appropriate age and able to *'read the first easy lessons from Markham's or some similar spelling book'*, they would be accepted when there was a vacancy. Probably boys would have to attend some other day or Sunday school to be able to reach this standard, especially if their parents were illiterate.

The Coucher Book records that Mr. George Wade was elected Master of the Corporation School 20th January 1812 with a salary of fifty pounds per annum to teach thirty boys. At about that time, as a comparison, an assistant master or 'usher' at the Grammar School would receive about one hundred pounds per annum. The salary could be supplemented by money from fee-paying boys as the Rules allowed *'The Master being at liberty to take ten scholars in addition, but no more, to all of whom equal attention must be paid'*. Another rule states that *'The School be conducted as far as the Case will allow, on the principles of Mr. Lancaster, with regard to Discipline and the mode of Instruction, at least in the elementary parts'*.

The increasing national population resulted in the opportunity to educate more children, but there was a shortage of teachers. A method of overcoming this was promoted by two notable men. One was Dr. Andrew Bell (1753-1832) an Anglican clergyman who, whilst in Madras, India working with limited staff, devised a system, known as the Madras system, whereby older pupils, called monitors, taught younger ones. The other was Joseph Lancaster (1778-1838) who opened a Quaker private school in Southwark and also made use of monitors to teach and control as the pupil numbers increased. Lancaster arranged for older children, as monitors, to be put in charge of up to ten pupils each and assigned tasks to them. These tasks included, teaching, noting a child's absence from school, examining, handing out books, ruling lines on paper, repairing pens and looking after slates. By appointing a number of monitors, large numbers of children could be instructed with the master having a role of organizing, rewarding and punishing the children and teaching the older monitors. Lancaster was supported by reformers such as Samuel Whitbread(1758-1815), William Wilberforce(1759-1833) and Henry Brougham (1788-1868).

In 1807, just prior to the founding the Corporation School, Samuel

Whitbread introduced the Parochial Schools Bill into the House of Commons, to establish rate-aided parochial schools to educate large numbers at low cost. The Archbishop of Canterbury opposed the Bill on its arrival in the House of Lords, fearing that the mass education system would wrest the monopoly of national education from the established Church. The ruling classes were triumphant in that the Bill was not passed, as many in Parliament and outside were of the opinion that education of the masses would enable them to read anti-Christian books and cause them to oppose the wishes of their superiors! There was also clash within the 'monitorial system' as it was called, as a Mrs. Sarah Trimmer, an author and an Anglican Sunday School founder, claimed that the nonconformist Lancaster had copied from Bell and that Lancaster was *'A Menace to the System of Christian Education founded by our pious Forefathers for the Initiation of the Young Members of the Established Church into the principles of the Reformed Religion'*. A power struggle developed with the Anglican Church being greatly concerned that the nonconformists were usurping their involvement in education of the young, although they retained control in grammar schools through the licensing of masters.

The Corporation School, based on the Lancasterian system, included within its 'Rules and Regulations' a requirement:- *'On every Sunday Morning throughout the year the Boys are to assemble in the School at the Hour of Ten O'Clock from whence they are to go in regular procession, attended by the master, to the Parish Church, for the purpose of hearing Divine Service.'* Although not contradictory, the rules made no specific provision for non-conformist pupils.

Competition between the two systems became significant in the opening year of the Corporation School as a Coucher Book entry of 3rd September 1812 records:-

'Mr. Mayor laid before this meeting a copy of the 'Resolutions of the Nobility, Gentry and Clergy of the District and Diocese of Chester for the Establishment of a School at Richmond for the Education of Youth on Dr Bells plan soliciting the Cooperation of the Corporation and Inhabitants of this Borough in promoting such Institution'.

'Which resolutions being read and duly considered. It was admitted that the plan was a laudable one and conducive of public good, but the Corporation feel themselves bound to persevere in adopting the plan and supporting the School lately established by them within the Borough for the Education of Youth. And consequently are not at liberty to cooperate in any new proposed System. Which the Mayor is desired to communicate to the Committee at their next meeting on Tuesday next.'

It certainly appears that the Borough Council was happy with the Lancasterian system and was not inclined to change.

The Borough Council's close involvement in the School's governance is indicated in the composition of the School Committee which comprised the Mayor, two Aldermen, two Councilmen and the Senior Chamberlain. The last-mentioned was responsible for the *'Appointment of Scholars'* from names and ages of applicants from which entry selection was made. Furthermore, no family was to have more than one boy at the school at any one time *'except in defect of other Applicants'*. School hours were to be from 8.30 to 12.00 and 2.00 to 5.00 in the summer and 9.00 to 1200 and 1.00 to 4.00. A holiday of three weeks was allowed *'at the height of Harvest'*. Three weeks were also allowed at Christmas and the requisites of the Christian calendar were met by holidays on the *'usual days at Easter and Whitsuntide'*. The School Committee was to receive monthly, from the Master, a record any absences. Boys being away for more than three days without *'sufficient cause'* were to be reported to the Committee which could expel the boy. The Master was also to report monthly on the teaching to each class in the school. Any or all members of the Committee could visit the school and examine boys on *'such points of Instruction'*. Unfortunately no records of such reports have been found as they may have been interesting reading.

In many towns, The Municipal Corporations Act, passed in 1835, restored to the inhabitants rights which had been lost over the years and this would be applicable to Richmond as a pocket borough. The newly-elected Borough Council provided a new set of Governors for the Corporation School. The Mayor at the time was George Croft and his brother Christopher was Chairman and Secretary of the School Committee. Both were champions of the Municipal Reform Association. A note in the Corporation School Committee book is significant:-

'Memorandum. That the Municipal Corporations Reform Act having passed the legislature on the 9th Sept.1835. The Election of Councillors under the said Act, took place on the 26th December in the same year and of Aldermen on the 31st day of the same month of December, when the whole of the Members of the select Body of Mayor and Aldermen of the old Corporation, were removed from their offices by a Large Majority of the Votes of the newly constituted Burgesses of the Borough, not one Member of the old Select Body was Elected. And on the 1st day of January 1836 George Croft Esq. was unanimously elected Mayor of this Borough for the year ensuing.'

A double line is drawn underneath and below it the following words:-

'A New Book is provided by "the New Council of the Borough" for the entry of Boys subsequently admitted Scholars of the Corporation's Free School'

(signed) *Geo Croft* Mayor. (This was known as the Application Book)

In 1830 the Common Councillors had objected to interference by the Mayor and Aldermen and they resigned and until 1835 the Borough was governed by the Mayor and Aldermen with few meetings and no minutes. In 1836 minutes appeared again in the Coucher Book, one of which seems to indicate a somewhat acrimonious situation as Lord Dundas was asked to leave the council chamber by the new mayor George Croft as he has *'no place there'*. The previous Town Clerk, Ottiwell Tomlin, who was also the agent for Lord Dundas, was put under severe scrutiny by the new council in regard to the suggested exorbitant charges he made for his services to the town. The content of both the Coucher and Corporation School book entries at that time seems to indicate that the new Council felt well pleased to be rid of their predecessors and the double ruling and wording signed by the new mayor, George Croft, underneath the final entry relating to the demise of the old Committee, would appear to indicate a new beginning.

The new Corporation School Minute Book includes revised *'Rules and Regulations'* dated 22nd Day of December 1836 which state that the Corporation will provide a *'Residence for the Master'* and what appears to be the first salary increase during twenty-four years of office. Previously the Master lived on the School premises.

In 1834 the government made a limited amount of money available to provide for education of 'Children of the Poorer Classes' which probably resulted in the recording of names of boys and the father's occupation and address in the Application Book. This provides an interesting list of occupations in Richmond many of which, such cutler, fellmonger, papermaker, ropemaker, tinsmith, whitesmith and staymaker, are now non-existent in the town.

Of some significance is the provision relating to worship. A prescribed time of assembly at the schoolroom was given before scholars proceeded, accompanied by the master, to the Parish Church for divine worship. This applied to all Sundays, Christmas day and Good Friday. An exception to this was made where parents or guardians wished that a boy or boys should attend some other divine service or Sunday school in which case *'leave in writing'* was provided and a copy of the *'Rules'* was to be given to the minister concerned who was then considered responsible for their religious education. Conditional upon this was that the minister was required to *'give notification, immediately in writing,*

in cases of irregular or discontinued attendance'. Another change was that the master could take fifteen boys, *'for his own emolument'*. The provision of accommodation for the Master would enable him to move out of the School premises and presumably release space for educational use. The Lancasterian system continued in place so one can assume that the monitorial rational would be expanded to cope with extra boys.

A significant change affecting the governance of the school was the death of the Master, Mr Wade in 1850. A note in the Corporation School Minute Book is a follows:-

'Meeting of the Committee Tuesday the 26th February at 7 O'Clock in the evening in the Council Room.

Present Mr. C. Croft, Mr. Wanlip, Mr. Doughty

This meeting was called by the Secretary in consequence of the death of Mr. Wade, the Master of the School, which took place early on Saturday morning last and he was buried at Richmond this afternoon ..... [the pages have suffered damage here obliterating some words but the gist of the situation can be obtained from the remaining content]. *The Secretary stated to the meeting [... damage...] the Rules of the School required to be [... damage...] event of a vacancy of the Mastership of the School, but in consequence of the absence of the Mayor who had gone from home for a few days nothing was done further than agreeing to request the Mayor to insert in the notice paper for a meeting of* the *council in this and other business which might be necessary for bringing the subject fully under the notice of the Council.'*

At a subsequent meeting (undated) of the Borough Council it was agreed to add five extra members to the School Committee in view of the extra work which would be brought about in procuring a Master, altering and repairing the School and the Master's house. The Secretary, Christopher Croft was asked to write to the H.M. Government to obtain any aid available towards the Master's salary and to bring the School under H.M. Government inspection, provided that the religious freedom enjoyed by the school was not interfered with. Once again the Borough demonstrates appreciation of religious freedom.



German dancers on tour performed in The Corporation School - officially an effort to promote good relations between the two countries before the outbreak of the Second World War.

This seems an appropriate place to break this article in the year of 1850 and continue in the next edition of the Review where the records indicate the appointment of a dynamic and well loved Master whose memorial gravestone in St Mary's churchyard was provided by old scholars.

Acknowledgements:- The writer is indebted to Jane Hatcher and the NYCC Archive Department for assistance with information for this article. The two volumes of the Corporation School Committee Book were for some time not available from the NYCC. When they became available, on microfilm following refurbishing, it is evident that a number of pages are damaged or missing. No changes have been made to the wording of quotations from the Coucher and Corporation School Committee books.

Ralph Hedley R.B.A., woodcarver and painter

Richard Collier

Going round the Art Gallery in Perth, Western Australia, I found myself looking at an oil painting entitled "The Old Schoolroom". Could this be a Richmond schoolroom I wondered? The card next to it named the artist as Ralph Hedley, born in Richmond, Yorkshire in 1851. Some months later, after following up his life story, it became clear that this was not quite accurate and that details of his birth are often given wrongly, not helped by the fact that both Ralph and his mother appear in the 1851 census as being born in Richmond. Richard Hedley, Ralph's father, came from Leven Bridge, near Stokesley. He was an itinerant joiner and carpenter, working his way along this side of the river Tees and down the Yorkshire coast. He married Ann Johnson in Whitby, and the couple next set up home in Stockton. When their first baby was due however, Ann decided to return to her parent's home in Gilling West. So Ralph was actually born in Gilling on New Year's Eve in 1848 and was christened just three weeks later at nearby St. Agatha's Church by local vicar James Wharton. Anne's parents lived in the 'Farrier's Arms' in Gilling High Street, running a small pub from their front room and a blacksmithing business from the rear .Also in the household was young Joseph, an assistant blacksmith. The 'Farrier's Arms' was later re-named 'Dorset House', and it now seems to be No 9 at thebeginning of the High Street in Gilling.

Realising that Newcastle would present more opportunities, by 1851 Richard had moved his family to the Elswick area, where he became a jobbing builder and where he later added another two sons to the family. Ralph was enrolled in the local School of Art when he was twelve years

old. He was working during the day and studying art in the evening. At fifteen he joined another four or five other apprentices in the woodcarving business of a Mr. Tweedy in Grainger Street. It was a case of working from six in the morning to six in the evening for four shillings a week. Eventually, after first being in partnership, he was able to develop his own woodcarving business of significance in the north-east, describing himself as an 'Artistic and Architectural' woodcarver. The spectacular woodcarving in the choir of Newcastle Cathedral established the reputation of the Hedley workshop and one of his sons, Roger, would continue his work.

His other great talent was in painting. He quickly became a master of the local genre style in which he specialised. He was highly regarded in his own lifetime and remains so today, for the technically-excellent depiction of the struggles of everyday working life in this region of the north, done with such humour and pathos. His paintings now provide us with valuable social comment on a vast range of Victorian occupations. He is mainly known for working in oils, although he frequently exhibited work at the Royal Institute of Painters in Water Colours. He first exhibited at the Royal Academy in 1879 when he was thirty and he continued to paint nearly all his life.



No 9 High Street, Gilling. This has been identified from one of Hedley's water colours as his birthplace, the "Farrier's Arms".

Richard Collier

The Laing Art Gallery in Newcastle has several of his paintings and I noticed two in particular. One was a self-portrait of 1985 seen as a reflection in an oval dressing-table mirror shows a good looking, mustachioed, smartly dressed middle-aged gentleman in a wing collar, with fashionable hat and gloves nearby. It is thought that the picture commemorates his election as President of the Berwick Club in the summer of 1895. Another picture is known as 'Cat in a Window' and is by far his most reproduced work. It shows a cat on a cottage windowsill looking through an open window with its eyes shut against the bright sun.

In the mid eighties he and his wife Sarah moved to 19 Belle Grove Terrace in Spital Tongues, Newcastle-upon-Tyne where he lived until his death in 1913. This is now part of the Belle Grove Public House, and so it should be possible to sit and e njoy a pint of beer in what was once his drawing room.

Notes and Queries

The Common Wealth Party

Mrs. Shirley Thubron remembers an unusual candidate in the 1945 General Election in Richmond and wonders if readers have any more information about this episode.

In July 1941, members of the Labour 1941 Committee formed the Common Wealth Party. This socialist movement was initially led by J. B. Priestly and then by Sir Richard Acland M.P. The party's principles were Common Ownership, Vital Democracy and Morality in Politics. The public ownership of land was one of their aims and Richard Acland gave his family estate of 19,000 acres in Devon, to the National Trust. Commonwealth Party won several by-elections including Skipton, and they fielded some 23 candidates in the 1945 General Election. The only candidate to be successful was in Chelmsford where there was no Labour contestant.

Richmond was one of the 23 seats chosen to be contested on the 25th July 1945 General Election. The candidate was a Corporal R. N. Chesterton who was in the army and stationed at Catterick Camp. There was much local active support and the headquarters were situated on the upper floor of the Toll Booth. Someone painted 'Vote for Common Wealth' across the road in the Market Place.

Do you remember anything about this election? Some of those that helped locally included Miss Nancy Morley, Mr. J. W. Breckon and Miss Muriel Bousfield. The Party's badge consisted of a silver letter C enclosing the letter W, on a red background.

The Election results were:

Sir T. L. Dugdale (Conservative)	18,332
M. W. Darwin (Liberal)	9,427
G. H. Metcalfe (Labour)	6,104
R. N. Chesterton (Common Wealth)	813

Corporal Chesterton was quoted in the Northern Echo of 27th July 1945 'He was satisfied at the progress made, as they had now become a known Party'.

The Common Wealth party did not succeed partly due to it striving to improving the moral climate rather than attracting mass support.



The red and silver badge of the Common Wealth Party. The letter W encircled by a C is slightly reminiscent of the communist hammer and sickle. (The picture is the approximate size of the badge)

Mark Whyman

Richmond and District Civic Society

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Life Membership:	Please enquire of the treasurer
Patron Membership:	£25
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Subscriptions are due after the A.G.M. please.
New members joining after the summer recess are required to pay half the current subscription, with a full subscription for the following year due after the A.G.M.

Acknowledgements
Richmond and District Civic Society is most grateful to Audrey Place and Iris Vollborth for typing, to Mark Whyman for taking photographs and for enhancing old ones and to the providers of other photographs as indicated.

Obituary: Mr. John Pike

It was with great sadness that his many friends learned of the death of John Pike earlier this year. John and his wife Joan were stalwart members of the Civic Society for a period of twenty five years and John gave much valued service to the Society as Treasurer and Membership Secretary from 1986 to 1994. He was a cricket lover and a great golfing enthusiast, becoming Captain of the Catterick Club in 1987. John was a family man and greatly liked by all who were fortunate enough to have known him.

David Morris

Civic Society Programme 2006

Friday 13th January	Sir Bernard Ingham ***The Castles of Yorkshire***
Friday 10th February	Chris Brown ***'On top of the World'***
Friday 10th March	Ann Mustoe ***Cleopatra's Needle***
Friday 7th April	Tim Laurie ***Prehistoric Man in the Dales***
Friday 12th May	Mike Wood ***The Richmond Friary***

During June/July a summer visit will be organised – details will be announced later.

Friday 8th September	Professor Ray Sharples ***'New Eyes on the Universe'***
Friday 13th October	Professor Jon Davidson ***Volcanoes***
Friday 10th November	Peter Hale ***'Change of Climate - A Threat to Mankind'***
Friday 8th December Richmond Town Hall	***The Annual General Meeting*** 7.30p.m. Followed by an entertainment to be announced later

**All lectures will be held in the Zetland Christian Community Centre commencing at 7.30 p.m.,
but the Annual General Meeting will be held in the Town Hall,
also commencing at 7.30p.m.**