During the eighteenth century the Royal Burgh of North Berwick was separate from the Westgait. The Royal Burgh comprised of two streets Trongait (Quality Street) and Eastgait (High Street). While the area known as Westgate stretched westwards from the Clarty Burn which flowed down Kays Wynd (Law Road) and across what is now Market Place to the sea. Westgate ended at School Alley (Church Road)

where the buildings there gave way to open fields on the Glebe and West Links. The only building standing in what is now Forth Street was the Dirleton Granary owned by John Baillie in 1609 and John Oliver in 1634 before the ownership transferred to

Alexander Nisbet of Archerfield Estate. There was no road to the harbour, access was across the sands.

Beyond Westgate there were two tracks, one leading south to the ruins of the old Abbey (Abbey Road) and the other following what is now Pointgarry Road leading through open ground to Whin Stone Quarry, the remains of which can be traced on the West Links.

From this point outside the town boundary, the post road to Edinburgh, maintained each spring by ploughing, rolling and harrowing, cuts through the fields of Abbey Farm to Dirleton.

Many of the family names associated with North Berwick in the seventeenth century continued to dominate the Town Council in the eighteenth century including the Home, Lauder, Dalrymple and Nisbet families.

The Town Council consisted of an Elder Bailie, a Junior Bailie, a Treasurer and 9 Councillors. In 1727 the Council included Elder Bailie Sir Robert Dalrymple, Alexander Home (Bailie), George Graham (Treasurer), Councillors William Hogg, John Lauder, James Jack, James Miller, William Whitsone, Alexander Burton, Nathaniel Robertson, John Withall, and Alexander Nisbet. The Bailies were paid £4 Scots each, and the Treasurer was allowed 5/- per annum.

The Elder Bailie later known as the Chief Magistrate, was Sir Robert Dalrymple of Castleton, the eldest son of Sir Hew Dalrymple of North Berwick. Sir Robert Dalrymple was a practicing advocate and lived at Castleton in the shadow of Tantallon Castle where he died on 31st August 1734. Sir Robert Dalrymple married into the Hamilton family and fell heir to their Bargany Estate in Ayrshire. His son Sir Hew Dalrymple 2nd Baronet of Bargany and North Berwick adopted the family name Dalrymple Hamilton which was later altered to Hamilton-Dalrymple.

Judge and politician Sir Hew Dalrymple (1652-1737) was a Commissioner for the Articles of Union between England and Scotland, and an architect of the Union of the Parliament in 1770. He planted beech trees at the east side of Berwick Law to celebrate the union. A portrait of Sir Hew Dalrymple painted by William Aikman in about 1720 hangs in the Museum.

The early Town Council minutes were dominated with setting a date for the annual election of the Magistrates, Bailies and Councillors, and the opening of the town common in May for grazing the animals. Selecting the person to represent the Town Council at the General Assembly of the Church of Scotland was also a priority, and the Annual Meeting of the Royal Burghs in Edinburgh. No expense was spared to celebrate the King's birthday on 30th October and the records show that £8-12/- was spent by the town to celebrate the coronation of King George II in September 1727.<

During the 10th century the Earl's of Fife owned the land at North Berwick and David, Earl of Fife established a ferry from North Berwick to Earlsferry and built a hospice for the pilgrims travelling to St Andrews. Duncan, 4th Earl of Fife established a

Cistercian nunnery around 1150, but there was no mention of North Berwick in the mid 13th century Gough map. The earliest reference to North Berwick was in 1177 when the town was the southern part of the sea passage of which Earlsferry formed the north terminus. At that time a stone quay was constructed at the North Berwick harbour but shortly after the Earl's moved away to Threave (Kirkcudbright) and shipping from the port declined. The last of the Earls of Fife to own the North Berwick estate was Isabel, Countess of Fife who lived through the revolutionary reign of David II.

In 1344, King David II appointed William Chalmers keeper of the port at North Berwick. To challenge the growing influence of the Earls Of Douglas at Tantallon, King David appointed his law officer, Adam Cissoua coroner of Berwickshire and keeper of the

'winter port' at North Berwick in 1358. David also installed Walter Bell, the St Andrews trained Chaplin as vicar of North Berwick in 1365. This was to strengthen his control over the swelling pilgrim traffic passing through the chapel dedicated to St Mary at

Whitekirk, the ferry crossing at North Berwick and the St Monans shrine in Fife. By 1413 over 15,000 pilgrims travelled this spiritual route, raising 1422 merks annually.

The harbour was at it's peak with foreign trade in the last half of the 14th century. In the Exchequer Rolls for 1374, the customs duties paid to the Crown amounted to £ 115-12s-0d. In 1377 the duties increased to £171-17s-11d and the following year to £270-13s-0d. The largest payment was in the year 1393 when the sum was £539-16s-7d. After 1401 when the amount was £168-2s-9d the payments fell considerably, and in 1454 ceased entirely. They recommenced in 1488 at greatly reduced figures. At this time the

ships at the port averaged about six, and the boats four. North Berwick and Leith were the only ports at which English malt could be imported.

In December 1380 a ship while on the high seas bound from North Berwick to Flanders was captured and taken to Newcastle and the goods distributed to the loss of the owner William Fawsyde. The Mayor and bailiffs of Newcastle were ordered to levy a sum of

£75-15s (English money) on those who had taken possession of the goods and hand it over to the Warden of the Marches for payment to Fawsyde.<p>

In 1434, the land was divided between the prioress and nuns of the North Berwick Abbey and the burgesses of the town. The land granted to the burgesses stretched along the East Links to the Millburn (Glenburn) while the land to the south west was owned by

the Abbey. Pont's map of the Lothians in 1600 showed North Berwick as a small line of buildings hugging the coastline. To the west was Ferry Gate and to the east the Rhodes, a rocky outcrop with an anchorage in the bay.

Lauder's Protocol Book dated 1540, lists the roads in the town as Trongait or Cross Street (Quality Street), Eastgait (High Street), Nungait (part of the High Street from Market Place to Westgate); Calendar's Wynd; The Vennel (Melbourne Lane); North Road (Forth

Street); the Common Square (Southern part of Quality Street) and Clarty Burn (Law Road).

In 1633, Patrick Home sold the estate of North Berwick to Sir William Dick of Braid, a merchant and Provost of Edinburgh (1638-1640). Dick was so wealthy it was said he could ride a horse from Linlithgow to North Berwick on his own land. He established

a beach fishing station in the town and funded a herring works in 1642. By 1649 the ownership of the lands at North Berwick were divided into two parts. The first part to Sir William Dick and the second part was jointly owned by John Inglis of Nether Cramond

and John Jossy of Westpanes.

Sir William Dick rented out his portion of the town lands to Robert Lockart a merchant and burgess of Edinburgh. In 1649 the land was described as Fermelandis or Fermeaikeris of North Berwick, with links thereof extending in all to 15 husbandlands, west part of the town of North Berwick called Nungait, on west of burn called Clartieburn, 4 crofts on south side of town and St Seybastian's alter in parish kirk of North Berwick, teind sheaves and teind fishing of part of North Berwick, meadow called the Law Medow and North Berwick Law, crofts of mill Kinkeith, lands called Horscruik, Pontoun, Myrefauld, Stingaback, Pontoun Rig, Pontoun Myre, North Medow of the Heuch near North Berwick Law and lands of Bonningtoun and Greinsyd which are part of said lands of Heuch, all in parish of North Berwick. A Charter in favour of Robert Lockart was signed in 1652.

The part owned by John Inglis and James Jossy was rented to a James Gram and Sir Thomas Stewart of Coltness. In Tucker's account of the Scottish ports in 1655, no harbour was mentioned at North Berwick. The feudal baronies of North Berwick and The Bass were two separate entities. In 1694 the Dalrymples bought both superiorities, resigned them into the hands of the Crown and had a new single barony issued encompassing both.

A horse race meeting was established in North Berwick in 1695. The races took place on the board sands west of the Eil burn with the spectators watching from the top of the dunes. The prizes were donated by the laird Sir Hew Dalrymple and the Town Council and the annual race took place on Hansel Monday, the first Monday in the new year.<p>

To the south of the town was Berwick Law and the Mains Farm where a stable and byre were built by James Hogg in 1727. The Glebe (Law Road to Nungate) was granted to the Parish Kirk and the revenue used to provide for the poor and minister's stipend. The

hill on the Glebe was mentioned in the 16th century as 'Colles Procorum' (Swine Hills) and there was a waterfall in the area now Brentwood Hill. On the east side of Quality Street (Trongait) was the Town Barn, then moving south, the Arms Houses built by Lauders of the Bass and then the Great Tenement, on land now occupied by 10-12 Quality Street. West of the foundry in the East Bay was a cooperage where tubs, bickers, cogs and various other wooden domestic utensils were made.

Jessie Law (Dairy Keeper) and the McKellar family were the last to graze their animals on the Coo's Green which stretched from the Quadrant to the Glenburn. In the 1920s Miss Jenny McKellar lived in Quadrant Cottage and the byre was at the corner of Balfour Street and East Road. In 1925 John McKellar (Plumber and Ironmonger) applied to the Dean of Guild to build 3 blocks of houses on the site of the old byre (now 22, 23, 25 East Road).

The Dalrymple dynasty was a dominant force in the Scottish legal system during the 18th century. Sir Hew Dalrymple, the 1st.Baronet of North Berwick, was Lord President of the Court of Session from 1698 to 1737 and was the third son of James, 1st. Viscount Stair. His eldest son, Sir Robert Dalrymple of Castleton, was a member of the Town Council in 1727. His younger brother Hew was also a member of the Council and appointed a Judge of the Court of Session in 1726, taking the title of Lord Drummore. Sir James Dalrymple of Hailes, elected MP for the Haddingtonshire Burghs in 1727 was the 2nd. Baronet of Newhailes, near East Linton, his father being the fifth son of Viscount Stair. The Dalrymples had representatives on the Town Council for over a century, and in the year 1785-6 there were no less than four of them.

Royal Burghs, were essentially privileged communities granted rights by the king to enable them to develop internal and external trade. Within this only the burgesses could carry on any kind of retail trade even in native commodities. Prior to 1469 the Council

was elected by the burgesses, but by an Act passed that year it was deemed expedient that the election should be yearly. This system continued till 1888 when it was abolished and election by vote of owners and occupiers of premises in the burgh substituted.

By 1846 the Incorporated Guilds across Scotland came to an end and Parliamentary Reforms meant the Town Council carried out much of the administration duties previously provided by the guilds. The merchant would petition the Town Council to be admitted a burgess of the Royal Burgh and on payment of an annual fee of £3 Scots and reading over the Act against Bribery and Corruption, the new burgesses took the Oath of Office, and where given their Burgess Ticket.

In the seventeenth century new burgesses were either the sons or the sons-in-law of existing burgesses. The result of these privileges held by a small clique of interconnected families inevitably lead to corruption. Town Council contracts went to the Councillors friends, the property of the burgh was let at derisory rents to relatives, and burgess rights were sold for private gain. Some of this exclusiveness the royal burghs had experienced waned after 1660, when fairs and markets began to proliferate where there were no burghs at all, and after 1672 the royal burghs lost practically the whole of their monopoly of foreign commerce.

The earliest recorded distillery in East Lothian was ‘Mr Swinton’s Distilling House’ in North Berwick which dates to 1740. Robert Swinton’s distillery was situated between Captain Dalrymple’s Town House and his stables in the area where the aviary now stands in the Lodge grounds. Beneath the distillery was ‘Miller’s Cellars and Granary’ and opposite was Swinton’s house (Bee Hive), beyond the wall of the memorial garden at 2 Quality Street. Baillie Robert Swinton was elected to the Town Council in 1734 and was followed on the Town Council by his son Baillie William Swinton in 1778.

The Toun Green was opened at the end of May for grazing the cattle owned by the burgesses. To graze a horse cost half-a-crown, and a cow two shillings. The Treasurer and Town Clerk attended on the opening day between 8am-9am to receive the annual payment. The Council minutes of 27th March 1728 read 'As also the ordain that intimation be publicklie made that non person or persons suffer there horse, not, sheep or suyn to pasture upon the common green until the same be broken up. Under the penalties mentioned in the Acts of Council made thereanent, and that non play at the gouff nor go throng with carts or horses with loads, and that non gather the purels of the common green to prejudice the growing of grass.' Signed: John Millar, Baillie. Anybody caught grazing their animals before 5am was fined 20 shillings.

In 1745 the Town Council could only appoint honorary burgesses and that year saw a dramatic increase in requests. The Town Council were petioned by James Smith (Coldinghame), William Forbes (Aberdeen), Andrew Fletcher (Saltoun), John Heyes (Liverpool), Thomas Hogg (Edinburgh) William Waugh (Selkirk Town Clerk) and in North Berwick John Home, (Coach-builder) Robert Mackenzie (Sailor) Hew

Miles (Sailor), Charles Crawford (Farmer) Rhodes, Alexander Walker (Slater), James Smith (wright) Westgate. Patrick Warrender (later MP for the Haddington Burghs). Robert Kellie servant to Andrew Fletcher and Andrew Laurie servant to Sir Hew Dalrymple and George Miller (Dunbar).

The markets were held in Quality Street and a paved circle in line with the High Street once marked the place where the Market Cross and Tron or Weigh-House formerly stood. During paving operations in 1901 there was deposited in a cavity beneath the circle

a bottle containing newspapers and coins of that year. The trade was carried out by stances given off to the merchants by the town council. In a table of customs prior to 1743 these entries appear - Shoemaker is to pay maill (rent) for each daill (board) 3s

(Scots); Shopman or merchant's stand is to pay for each daill length 3s (Scots). A board or stand was a table for displaying their wares.

The High Street had buildings irregular in appearance, with access to the upper floor by an outside stair jutting on to thestreet. The 'lums' were also built out from the building. The properties on the north side of the High Street extended to the sea. In 1750, a proprietor on the south side was allowed to enclose a space of ground in front of his property by way of a railing. Thus encroachments were made which explains the narrowness of the street today.

Halfway along the High Street a narrow passage on the north side known as the 'Cats Close' led into a court built round with old houses. In 1906 this was considered the oldest part of the town. The house immediately above the passage was formerly known as the

Jacobite Chapel having probably been an Episcopal meeting-house in the days of the penal laws. Next to it on the east was a house of about the same period in the 16th century which had an outside turnpike stair. This was the Manse of the Auld Kirk or the

priest's house. The isolated house at the crossing of Market Place and High Street was the Burgh School with Flesher's Market underneath.

There were two town officers who acted as police, sheriff officers, bellringers, scavengers and labourers. One of the officers, John Dobie was allowed for 'ringing the bell', three pound of candle during the winter season of 1727. The salary for ringing the

'big' bell morning and evening was £12 Scots. Among the other Town Officer's were Andrew Patterson (1740); John Affleck (1746); Archibald Briggs (1755) and Thomas Tait (1790). In 1729 the Council paid John Dobie 6/- for maintaining a poor women in the Tollbooth and for carrying documents to Leuchie and Balgone. Dobie rang the town bell at sunrise and sunset and each year took the oath of office, swearing allegiance to King and Country. The officers uniform was a blue coat and waistcoat with dark velveteen breeches and a hat with a cockade. In 1740 a town piper was appointed at a salary of £5 Scots which was paid as his house rent. When the Chief Magistrate called a meeting of the Town Council he instructed the Town Officer to summon the Councillors. The meeting was held in the Council Chambers on a Saturday between one and eight o'clock in the evening.

In 1754 the Council allowed him the privilege of making advertisements and the crying of all roupings and things that were lost. The roupings was an annual auction of certain privileges in the burgh. The highest bidder gained the exclusive right to sell such items

as sand from the beach, seaweed, and the removal of dunghills from the streets. The earliest recorded reference to the public roupings was when George Patersone, a burgess of North Berwick paid £40 Scots for a tack of the 'leckes' set to him after public roup in 1681. This refers to the removal of stone from the East Bay for building purposes. New rules to the rouping was posted on the Church Door twenty days before the new rules come into effect.

In March 1728 a bond for 1000 merks was granted for the erection of a new Tolbooth. This refers to the present Council Chambers and shop below. The older part of the building was probably erected at the end of the 16th century as the Tolbooth is mentioned as far back as 1638. The contract to build the new Tolbooth was given to Archibald and John Brouns, masons in North Berwick and Patrick Forgan mason at the Heugh. There is an entry in the accounts 'To the masons a quart of ale, 4s' - a custom known as a 'founding pint'. In the older part of the Tolbooth was two prison cells, one on the ground floor entered from the High Street, and lit by a slit in the north wall. The other directly above was accessed by the stair to the Council room. In 1749 the shop below was occupied as a dwelling house.

The earliest reference to the Mercat Cross was in September 1751 when the Magistrates decided to remove the Cross to a more appropriate location. Nothing more was recorded until December 1770 when the following entry appears: "Taking into consideration

the ruinous condition of the Cross and inconvenient situation of it, the Council have agreed that it shall be removed and put up a new at the east end of the Toune House, also that the stair up to the Council Chamber being much failed, agree that it should be

completely made up and repaired." As the account paid to the mason was for rebuilding the Tolbooth stair and taking donne the Cross, the probability is that the remains of the Cross will be found built in the stair. A sum of 6d. was paid to workmen for carrying

away rubbish from the Cross.

The earliest surviving Town Council minute book commenced 5th September 1727. The previous minute books from 1639 -1727 are missing. The first of many repairs to the harbour was carried out in 1728 by the Town Council. In 1731 the Treasurer warned the

neighbours and burgesses that each house was to send a man able to carry out the clearing of the channel out of the harbour, under penalty of half a merk Scots. The Council wrote to Sir Hew Dalrymple as superior in Westgate, requesting that the inhabitants

there should also assist in clearing out sand in the harbour. The Town Council also requested any tenants with carriages to help remove the debris.

In 1728, the bakehouses were thatched and the whins and other fuels stacked close by were causing the neighbours to be 'holden incontinual fear and dread of fire'. The Magistrates instructed that all bakehouse roof's should be constructed of slate or tiles

and that no stacks of heather, broom, whins and other fuels be kept adjacent to the bakehouse under penalty of £10 Scots. Following a number of complaints to the Town Council regarding the under weight of the bread being sold, the bakers formed a committee to supervise the weight and price of bread. In April 1794 they agreed on the fixed price of 32/- per boll of wheat and each baker was requested to put his name or mark on the bread as there had been complaints of light weight. In December 1765, the Town Council wrote to the Members of Parliament to prohibit the exportation of wheat and other grains and stop the importation of cheap wheat from America.

An increased number of 'debased persons' were causing a nuisance in 1739 by gathering daily in the street and on the common. Again in 1773 there was a multitude of beggars and vagrants passing through the town, knocking on the doors and asking for charity. The Town Council used an Act of Council from 1754 to remove the beggars from the town. An entry in the burgh accounts refers to at least eight cripples visiting the town in 1742. The Rhodes was a dumping ground for vagrants as there frequently appears -' To carriage of a cripple to the Rhodes 4 pence'. Sometimes they were taken to the Heugh, while another entry reads, 'Carrying a blind woman from ye toun, 2 pence.' mThe Council ordered that no beggars could pass through the town except on Wednesday (Market Day) and if the rules were disobeyed the officers were to imprison all vagrants. This Act of Council was published through the town by tuck of drum and copies thereof affixed

to the Cross and Kirk door.

There was only meagre reference to the 1715 and 1745 Jacobite rebellions in the Town Council minutes. But the following note discovered on the flyleaf of an old leather book, chronicled by the Town Clerk makes for interesting reading. Brigadier General

William Mackintosh of Borlum landed his forces here after crossing from Fife on 6th October 1715. The militia went out to Haddington - 40 days pay each man. - 13th October 1715, being Thursday about ane acloach in the morning the Highland men ran a shoar att this harbour, and att Aberlady, Dirleton and Adam (Auldhame) they war reckoned to be about three thousand under the command of Mackintosh of Borlum,

my Lord Nairne, and two of the Duke of Athol's sones was with them; they proclaimed the King here and then went to Haddington and proclaimed him yr. and then went to Seton hous and upon the Saturday went to Leith and upon the Sabbath day cam back to Seton hous and went away upon the Tuesday to the North.

During the 1745 uprising North Berwick High Street rang with the clatter of the hoofs of Fowke's dragoons in their headlong flight from the Prince's Highlanders at Coltbridge. Home, the author of "The Rebellion of 1745" says "they galloped to North Berwick and

being now about twenty miles from Edinburgh they thought they might safely dismount from their horses and look out for victuals". The sheep and turkeys of North Berwick paid for this warlike disposition, but just as the mutton was to be put on the table they

heard the same cry of 'the Highlanders' and they got on horseback and cleared the town.

An entry in the Town Council accounts for 1714 -5 reads - 'To spent when Highlanders were here £14.14s (for refreshments). These entries support the inference that the town was on the side of the Old Pretender. The only reference to the 1745 rebellion reads

'Boats coming into the harbour are to be detained.' The accounts mention two pound candles to soldiers keeping guard and billeting some soldiers. Bailie Lauder for an express to Edinburgh in the late troubles - 3s; for Mr Vetch himself going to Dunbar for news at that time - 7s; To 4 men for watching the approach of the Highlanders - 1s. 6d; and billeting some soldiers - 6d.

In 1755, the population of the Parish of North Berwick was 1,412. That year John Simpson wrote to the Town Council complaining that it was impossible to earn a living in the cloth business in North Berwick and asked if he could sign up with one of the battalions being raised in the town. In 1777, Matthew Balderstone assisted the Town Officer to maintain the Council property such as making good the staircase leading to the Council Chambers and cleaning out the sluce at the harbour for a salary of 15/- per year. He is remembered today in the name of Balderstone's Wynd. In 1779, the Scots born John Paul Jones, founder of the American navy, mounted several raids on Scotland during the American War of Independence. Spain joined France to fight the Americans and the privateer John Paul Jones anchored five ships off North Berwick much to the consternation of the local inhabitants, but a storm blow up and his ships was forced further out into the North Sea.

There were fourteen burgesses admitted between 1785 and 1816. honorary burgesses were admitted from all parts of Scotland and included, a Lord Provost of Edinburgh, Andrew Fletcher of Saltoun, Lord Advocate Grant of Prestongrange, Sir William Maxwell of Monrieth, Robert Blair, advocate, afterwards Lord President of the Court of Session: merchants from Edinburgh, Leith, Dundee, Aberdeen, Selkirk, Coldingham and one from Liverpool.

In 1799 the Town Council decided that any whisky landed at the harbour or coming into the Town or Westgate will pay one farthing per gallon duty. One penny on coal entering the harbour and one farthing per boll of corn. The Custom & Shore Duty in 1815 included Wine and Spirits 3/6, Foreign Salt 1/6, British Salt 6d, Iron or Lead 1/-, Bulk Wool and Linen Cloth 2/-, Slates per hundred 2/-, Great Coal 1 and1/2 d, Bricks per thousand 6d, Ton of Potatoes 5d, Chalk or Whitning 6d, Load of furniture 2/-, Large Boat

anchorage 6d, Small Boat 3d.

NINETEENTH CENTURY

The first mention of Forth Street was in 1785, although there had been a track there named North Road or Back Street for the previous forty years. This area was the dumping ground for dunghills and the Council resolved to have the streets swept and dung collected in heaps every Thursday and Saturday ready to be carried off by the

tacksman who paid the sum of £53 for the refuse. In 1817, the Town Council constructed a stone wall on the north side of Forth Street at the high water mark. Built by James Gieve & Son the wall can been seen today between the westbeach and the houses.

It was reported in April 1800 that the weights used by the Traders to measure oat meal was deficient. The magistrates fined James Manderson (one guinea), Charles Murray one (guinea) and James Ogilvy (five shillings). The Town Council purchased new weights and anybody not adhering to the new order would be subject to a penalty of two guineas each. The order was placed on the church door on Sunday so that no man could pretend ignorance.

In January 1800 the Clarty Burn which flowed from Law Road across Market Place to the sea was covered with a drain and a new Slaughter-House constructed in the area where the Hope Rooms now stand. Built by Andrew Walker and John Grieve using Law Stone and the door surround was from Castleton Quarry. In 1822 a Fleshers Market was constructed in Market Place (now 66 High Street) with a bake house to the north. The Fleshers (butchers) included John Wilson, John Galbraith, Andrew Thomson, William Hay and Richard Glass. The position were auctioned during the annual Town Council roupings.

The road to the harbour was made up in 1799 and the land in Shore Street (Victoria Road) was feud in 1801. Toll bars were installed in 1805 at the Clartyburn (Law Road), Abbey Toll (Pointgarry Road) and Heugh Brae, but the townspeople were exempt from payment of the toll. At this time the land now between West End Place and Station Hill was occupied by three piggeries.

The Toun Barn where the burgesses kept their animals during the night and throughout the winter was situated in what was Captain Brown's garden at No. 2 Quality Street (town carpark). In 1800 the property was leased to Vice-Admiral Paul Minchin who retired to

North Berwick and was elected Chief Magistrate in 1802. During his naval career Minchin was in command of the 50-gun HMS Severn in before transferring to HMS Hebe which went out to the West indies. He was an all-round sportsman, and member on the All England Eleven for cricket. Vice-Admiral Minchin died in 1810 and is buired in St Andrews Churchyard, North Berwick with no headstone.

Captain Brown who owned the property known as the 'Bee Hive' where Paul Minchin was the tenant, served with the Inniskillen Dragons and married Margaret Dalrymple, daughter of Sir Hew Dalrymple Bart. Captain Brown was severely wounded at Waterloo and his wife kept the shirt her gallant husband wore on the day of the battle. This same amazing lady was credited with the feat of having driven a four-in-hand to the end of the harbour and turning it there! The Toun Barn and Malt Kiln built by Sir Hew Dalrymple was moved to the east wall of the present town carpark where it was used to garage Hunter's Haulage vehicles until the 1960s when the timber building was demolished and the carpark enlarged.

There were several friendly societies in the Burgh, and for those wishing to join, they had to be under the age of 35 years, in good health, had the ability to pay and was supported by two members. The Benevolent Society was divided into two distinct funds.

The 'Funeral Fund' for allowances upon death of a member, their wife or widow and the other the 'Cow Fund' for giving mutual relief and assistance to members losing their cow by death. No member was permitted to kill their cow, even when rendered useless

by accidental injury.

In 1829, Robert Emond, a grocer and draper in North Berwick was charged with the 'barbarous' murder of his wife's sister and her daughter in a cottage near Haddington. Among the witnesses called to the Sheriff Court in Edinburgh were James Paterson, teacher at North Berwick, John Dunbar, a barber at North Berwick, Charles Ramage, a constable and Major-General Dalrymple. Robert Emond was convicted of the murders and executed at the head of Liberton Wynd (260 High Street, site of the present City Chambers) on17th March 1830 and his body was delivered to the Professor of Anatomy for dissection.

In 1831 the population of North Berwick numbered 1,824, the Royal Burgh and West Gate (1100) and the landward area (724). During 1832, sixteen cases of Asiatic Cholera were diagnosed in the town, the first seven died and the others survived with primitive

medicine and prayer. During the cholera epidemic the Council Chambers were utilised as a hospital. The same year the Surveyor of Taxes described North Berwick as a small decayed Burgh with little or no trade, situated on a low sandy plain on the shores of the

German Ocean. In 1834 the North Road (Forth Street) and South Road (Kirkports) were constructed and laid out with tarmacadam.

The laying of a single-track railway line from Drem to North Berwick by the North British Railway Company in 1850 was to herald a dramatic change in the Burgh's fortunes. The town became more accessible to visitors, attracted by the healthy aspect of sea-bathing, golfing and the scenic views. At this time the only other connection with Edinburgh was a coach with two horses.

The plans for the branch line were drawn up in 1846 and a single-track line was opened in August 1849 which terminated at Williamstone Farm where a temporary wooden platform was erected. The passengers were then conveyed by horse drawn carriage to North Berwick. The cutting beyond Williamstone was completed the following year and the rock used to construct new railway stations at Dirleton and North Berwick.

The North Berwick station had a single platform virtually on the same site as the present station. The facilities were rudimentary including a small track engine shed and a private siding for the lime works at the Rhodes Farm. The only train for businessmen was

at 8am which arrived in Edinburgh at 9.40am. The evening train stopped at Drem where the passengers had to wait for 30 or 40 minutes. Suitcases and golf clubs where secured on the roof of the carriage. The goods yard was gradually improved with a cattle loading bank, and a coal store. The outward trains carried large quantities of fish, grain, potatoes, and even guano from the Bass Rock.

In 1845, The Scottish Direct Northern Junction Railway and Ferry Company were in discussions with the Town Council to extend the railway line from the station to the harbour where the passengers could board the ferry to Elie in Fife. The company surveyors identified the route a new railway line would take and the properties to be demolished. After months of negotiation between the company and the Town Clerk Alex Crawford, the Town Council decided not to proceed with the plans.

In the early years the line was losing money and by 1856 the steam engines were withdrawn and a horse drawn service known as the 'Dandy Car' introduced. This was nothing new as the engine attached to the first train which left here for Drem was unable to pull the carriages up the hill and had to be taken off and replaced by horses. The Dandy Car only lasted six months before the steam service was reinstated. The popularity of the journey to North Berwick increased dramatically following the visit by rail of the

Prince of Wales in 1859 and again when he returned as King Edward VII in 1902.

In 1914 the branch line was finally upgraded to enable steam traction to be used was the end of the 'Dandy Car'. On retirement the body of No.1 became the pavilion for the local Bowling Club and No.2 going to the Tennis Club until it was rescued in 1925 by

London, North Eastern Railways. The No.2 car was later installed on the east end concourse of Waverley Station where it remained there for several years until it was taken to the Railway Museum at York.

In 1894 the North Berwick station was extensively rebuilt with a second platform, waiting rooms, telegraph office, concourse and new frontage constructed. Together with a goods shed, weigh house, stables, engine shed and signal box situated beside the bridge

over Ware Road.

On 28th June 1838 the Magistrate's and Councillors invited the community to join them in celebrating the Coronation of Queen Victoria with a glass of wine in the Council Chambers. As the Town Council had no funds everybody was charged 2 shillings for a

ticket.

In 1840 the Town Council called a public meeting to discuss the supply of gas for the first time. The Gas Company proposed to erect their gas works adjacent to the burgh coal yard on the Anchor Green (Seabird Centre), but permission was refused. In 1845 the gas

works were constructed at the westend of Pointgarry Road, and that year the town was lit by twenty gas lamps which were extinguished at 10.30 pm. They were not lit on moonlight nights.

At the purging of the Town Council in 1746 the new Councillors were John Paterson (cooper) and David Denholm (weaver), Sir Hew Dalrymple and Alexander Lauder were elected Bailie's and before taking office they swore allegiance to His Majesty King George II. That year the new burgesses included John Dobie (weaver), Alexander Cannon (maltman), Thomas Grieve (weaver), and Alexander Hall (wigmaker). They were presented with their burgess ticket by Alexander Watt, Town Clerk who remained in that position for 32 years. He was followed by George Sibbald (1777-1782) Writer to the Signet in Haddington and then by James Gibson a solicitor at 22 Princes

Street, Edinburgh (1782-1801).

In 1857, the Town Council adopted the Police (Scotland) Act which compelled Scottish Burghs to form a police force. Although thefirst police constable in North Berwick was appointed in 1832, assisted by the Burgh Officer. The uniform was a blue jacket with

red collar, corduroy breeches and English-style helmet. Later a copper-coloured metal badge was worn, the origin of the slang word 'copper'. By the 1890s the helmet was discarded for the military type peaked cap but it was not until 1932 that the now familiar

'Sillitoe' chequered cap band was introduced.

The Police (Scotland) Act also covered civil maintenance such as drainage, cleaning streets, lighting, paving and removing ruinous or dangerous buildings. When the Act was enforced it had to be funded locally, and by May 1861 the Town Council had completed the laying out of Quality Street and High Street in causeway stones. No longer would the inhabitants risk being drowned in a sea of mud while crossing the roads during wet weather. A new pavement of Caithness stone was also laid , each proprietor paying for the laying opposite their own property. A new sewerage system was installed which added to the clean and well kept appearance of the town.

Other roads and tracks formed during this period included Graham's Close (Tigh Mhor, 83 High Street), Russell Square (Creel Court), Heriot Place (Lower Quay), Forrest's Court (5, Beach Road), Manse Road, Park Place or Crombie Place (17-25 Old Abbey Road) and Bass View Terrace (Marine Parade). Travellers entering the town from the west, until 1869, paid road tax at the Abbey Toll House while on the east the Lochbridge Toll was situated at the foot of Heugh Brae. There was one police officer Alexander Hay and a watchman at both the west end and east end during the night.<p>

The properties at the west entrance to the town (Westgate) had been in a dilapidated state for many years and several rickety buildings were being replaced by new dwellings, to be sold by public auction. A branch of the British Linen Bank was established on a vacant piece of ground west of Charles Cunningham's brewery in Westgate, and a new road constructed leading to an elevated terrace. The feuing of a row of houses on the west side of Quality Street was in hand and the construction of a new street of working-men's houses by Sir Hew Dalrymple, leading from Shore Street towards Melbourne Park was also in progress (named after Prime Minister, Lord Melbourne,1834-1841). The term 'feu' in Scottish Law is a right to the use of land in return for a fixed annual payment (feu-duty).

At the heart of the community was the Dalrymple Arms Hotel (10-12 Quality Street) with James Yorkston as the innkeeper in 1793. He was followed by David and Anne Blair. The first floor ballroom was used by many societies and associations in the town including St Baldred's Lodge who held their masonic meetings there from 1825, and North Berwick Golf Club who held their monthly meetings from 1832. The Blair's also supplied the Provost and Town Councillors with refreshments during their meetings in the Council Chambers.

Anne Blair continued to run the business after the death of David Blair in May 1830 when he was buried in the St Andrews Kirk graveyard. James McDonald from Inverness took over as innkeeper of the Dalrymple Arms Hotel in the 1839 when Anne Blair retired

to Westgate. The hotel was also the post office.

The North Berwick and Tantallon Golf Clubs hired a marque from James McDonald for their spring and autumn meetings which he erected on the West Links. McDonald also prepared the Luncheon and Dinner for the members in the marque which was also used by the congregation at North Berwick and Dirleton for their Church Bazaar. James McDonald remained until 1854 when Richard Reid was innkeeper.

At this time the High Street (Quality Street to Market Place) had undergone a series of improvements which had entirely changed its character. During an eighteen month period from June 1869, the work included the Town Council ordering the pulling down of

an unsightly building known as 'Somerville's Turnpike' or the 'Roundal'. It had a round staircase which stood at the front protruding into the street. The staircase or turnpike was removed in 1834. The old tenement that stood at the corner of Law Road was gutted in the 1860s in order to make way for a large shop at No.1 Westgate (now No.59 High Street). Mr. Edington was in the process of enlarging the Commercial Hotel (County Hotel) with the addition of an upper floor and attics, the latter commanding a splendid view of the sea. The amount of building work in the town added £300 to the rental accommodation in the Burgh.

St Andrew's Well which provided the major source of water for the burgh was situated close to the Wall or Well Tower in the Lodge Grounds. This would have been a focal point in the town for hundred's of years, and the Well can still be located. There is a

spring of the finest water in the same area which has to be pumped daily from the Ship Inn cellar. Other wells can be found between the buildings at 29-31 Westgate, 21 Westgate, Westgate Court, 58 Forth Street, 8 Victoria Road, 1 Quadrant, Oatfield

House in Windygates Road. The well behind the Coastguard Cottages and inside 1 Tantallon Terrace, site of a stableyard and blacksmith's forge.

Lorne Square and Lorne Lane were started in 1872, named after James Campbell, 9th Duke of Argyll (1845-1914). He was better known by the courtesy title of Lord Lorne. He married Queen Victoria's fourth daughter Princess Louise and was the 4th Governor General of Canada from 1878-1883.

The property at 23-25 High Street is unique, not only in the design of the stonework but the ownership by only two families can betraced back to 1704. The ground now occupied by the buildings at 23-31 High Street was purchased that year by William Graham from

Sir Hew Dalrymple. It passed to his son George Graham and then to his daughter Elizabeth who married David Dall, headmaster at Gifford school in 1760.

In the novel 'The White Cockade' written by James Grant (1822-87), which was based during the 1745 rebellion he describes North Berwick as a quaint and quiet little place, its houses were chiefly thatched and had outside stairs and picturesque out shots overhanging the street on beams of wood and pillars of stone. James Grant was familiar with the town and although the characters are fictional the novel has a historical basis and is the only descriptive account of the High Street during the eighteenth century.

The land at 23-31 High Street was inherited by James Dall, the youngest son of David and Elizabeth Dall. In 1804 at the age of 20 years, James Dall was described as a Merchant of the Burgh, when he established an ironmongery business on that site. In 1814, Dall constructed the present three storey building which is one of only three in the town using the same masonry. The stone was quarried from Berwick Law where a unique vent of black carboniferous basaltic rock was found and used to pin the reddish brown

blocks in the stonework. The others are at No.2 Quality Street and Nos.15-17 opposite.

James Dall was elected Chief Magistrate (Provost) of the Royal Burgh (1839-51), his son James Dall Jnr was also Chief Magistrate (1855-66) and his youngest son Thomas Dall was Town Clerk (1863-80). James Dall Jnr. continued the ironmongery business and when he died in 1868 the property passed to his daughter Janet, the sixth generation of the Graham / Dall families. In 1901 the property at 27-31 High Street was sold by the Dall family at public auction to John Walker and John Whitecross (Builder). John

Wightman took over the ironmongery business while Walker and Whitecross developed the garden into the three storey building and shops at 27-31 High Street. The property at 25 High Street continues to be owned by theWightman family and 23 High Street has been a hardware store since 1814.

In 1846 plots of land were feud in the Quadrant to plans drawn up by John Mason surveyor in Dunbar. The auction took place in the Council Chambers with Chief Magistrate James Brodie, acting as judge during the public rouping. The properties were sold to No.1 and No.2 John Swinton (architect and builder in Haddington), No.3 James McDonald (Inn Keeper), No.4 George H. Girlie (Tanner) and James Bridges (Mill Wright). A new road leading to the seafront was laid out and Dunbar Road was mentioned for the first time. Annie Abel's Tantallon House (4 West Bay Road), was the original guest house and continued to be very popular with visitors. Accommodation in the town had greatly improved since the opening of the Royal Hotel in 1861 and the Bradbury Hotel in 1870.

Visitors were now supplied with a card indicating the high and low tides, railway timetable, departure times for posting letters and a list of the colours used on the funnels of the passing steamers plying up and down the Forth. These included the General

Steam Navigation Company (London) - Blue paddle boxes and painted ports; Aitken's Leith and London Company - Black funnel with red stripes; Miller & McGregor (Rotterdam and St Petersburg) - Red and black top; Inkster & Gibson ( Hamburg and Hull) - Black and white strips and cream and black top; Grangemouth-London - All black.

By 1870 the Water Company was in the process of installing running water to every property. The Town Council purchased Hopes Reservoir situated in the Lammermuir Hills and laid a water pipe the eighteen miles to North Berwick. The storage tank can be

seen on the east ridge of Berwick Law on the former Heugh farmland. For many years the Town Council were able to supply the lowest water rates for any town in the county. Previously in 1845 water pipes were laid from Greenheads Road to two public wells,

one at the Town Chambers and the other at the Burgh School (Market Place). In 1873 the Town Council placed fire-plugs at intervals around the town, with a length of hose attached in case of fire. Although there had been several serious fires in the town, the

first fire engine was not purchased until 1894.

The East Links or Coo's Green, where golf was originally played prior to 1798, was the property of the town, a common for the burgesses to graze their animals at a charge of 2/- per cow. In 1728, the town herder was paid £5 Scots, with 24 shillings for cutting the weeds and extra for each cow grazing on the green. The burgesses supplied him with food. In 1731, rabbits were destroying the green to such and extent that authority was granted to the burgesses to shot and destroy them. In 1834 an area near the present tennis courts was drained from the bog to supply drinking water for the animals. Every person with cattle on the common was charged 2/6d extra to cover the expense of supplying the water trough. In 1749, Sir Hew Dalrymple offered to give the old Wash House at the Millburn to the Town Council. Following extensive repairs it was opened in 1855.

In 1852 the ground between the foundry at the foot of the Quadrant and Castle Hill (Bass Rock View) was feud to plans drawn up by David Bryce Snr. and David Bryce Jnr. Architects, 131 George Street, Edinburgh. No.1 was sold to Colonel G.A.Underwood in 1853, No.2 Mr Fraser; No.3 Mr Duncan; No.4 George Girlie; No.5 Dr.Robert Reid No.6 Free Church Manse; No.7 Colonel Richard Seton; No.8 Richard Whitecross (Builder); No.9 Mr. Blair; No.10 Dr. Alexander Keiller (Dundee); N0.11 Miss Keiller; No.12 James Grieve builder North Berwick and Peter Brown joiner in Aberlady; No.13 Francis Farqharson (Builder Haddington). Colonel G.A Underwood and Colonel Seton served with the East India Company and also Major Buchan who resided in a property where the Post Office in Westgate now stands. Colonel Underwood was made an Honorary Burgess in 1853 and that year he was elected the first captain of Tantallon Golf Club. In 1856 a row of poplar trees lined the town common and that year a path was opened through the Glen.

In 1862 the road from Castle Hill to the Millburn was made up with material being removed from Quality Street while it was being laid out in causeway stones by W.A Jardine surveyor and engineer to the Edinburgh Paving Board, 271 High Street,

Edinburgh.

In 1863 Colonel Seton wrote to the Town Clerk James Crawford complaining about the danger of golf being played on the Town Green. He was concerned over the safety of the animals grazing and the Council agreed to stop the playing of football, cricket, lawn tennis, and golf on the East Links. Alex Forrest, the town herder was instructed to report anyone breaking the rules to the Chief Magistrate. In November 1862 Coastguard Officer Captain Agnew applied for ground to the east of Castle Hill to build a row of Coastguard Cottages but the Town Council refused permission. The cottages were built on ground west of the foundry in 1868.

In October 1883, Rev. John Shewan minister of Blackadder Church complained to the Town Council regarding ball games being played on the Town Common adjacent to the manse. He referred to an incident when a golf ball came through his study window narrowly missing his head. The Council instructed the Police Sergeant to stop all golfing and cricket being played on the East Links.

During the nineteenth century with the abolition of the system of election of burgesses the Town Council could only appoint honorary burgesses. These included James Crawford Jnr. W.S. (1836) Town Clerk 1833 -1863; Robert Stewart M.P (1841) who represented the Burgh in five successive Parliaments; Sheriff Substitute Riddell (1842); G. H. Girlie (1848); Allan Wilson engineer to the North British Railway Company when the branch line was formed (1849); Sir Hendry R. Ferguson Davie Brt. M.P.(1868) and Robert Lyle (1874) Town Clerk 1872-1892. The East Links stretched to the ruins of a public washing-house and bleaching-green, near the Burgh boundary at the Glen Burn. At this time the East Links were lined with poplar trees planted in 1853 and provided a safe play-ground for children.

Professor Frederick Orpen Bower resided at 6 Tantallon Terrace (Lot 7) He was Professor of Botany at Glasgow University where they named the Bower Building after him. The properties in Tantallon Terrace did not have a bathroom and in 1896 the Bowers built an extension to accommodate this facility.

During the 1860s the family of Robert Stevenson, the famous engineer whose work included the Bell Rock lighthouse, spent many summers at Anchor Villa (West Bay Road), North Berwick. Three generations of his remarkable family, shared the holiday home, including his grandson Robert Louis Stevenson. The town made a lasting impression on the young Robert Louis and his first journey by train was from Waverley to North Berwick in 1862. He often recalled playing as a child with his friends as smugglers and pirates in a small cave at Point Garry, learning to ride a donkey on the broad sands, and climbing Berwick Law with his cousins. In the 'Lantern-Bearers', a short essay first published in February 1888 in the Scribner's Magazine, he described the town as ' A fishing village with drying nets, scolding wives, the smell of fish and seaweed and the blowing sands. He remembered the small shops with golf balls, lollipops in jars and penny pickwicks (a delightful small cigar) and the stationer selling the London

Journal with illustrations and short stories.' Many of the local landmarks were the inspiration for his writing in such books as Kidnapped and Catriona.

Hansel Monday, the first Monday in the New Year was the main festival in the town when all the inhabitants turned out to compete in games on the West Links. The highlight each year was a horse race and in 1862, Peter Brodie's ' Great Unknown ' was first past

the winning post. The day finished with a dance in the Burgh School room. The other two annual fairs were held on the first Thursday after Whitsuntide, and the first Thursday after Martinmas, both described as old style.

Employment in the town was increasing, although most positions were seasonal. The main areas of work were at the Iron Foundry in the East Bay, agricultural labouring, domestic staff employed in the various villas, caddying and herring fishing, with 25 boats

and over 60 men. The Iron Foundry was established in 1821 by Robert Bridges (Engineer) and his father James Bridges (Mill Wight) situated at the foot of the Quadrant. They manufactured moulds for drainage tiles, iron castings for tools and steam engines used on farms. The workforce numbered over 30 employees when the business expanded in 1839 and a bond was secured from his patron the Marquess of Tweeddale, witnessed by George Syme, the School Master. Robert Bridges purchased No.9 Quadrant as his residence and the foundry continued in the ownership of Provost David Meikleham an engineer to trade. The lime kilns on the Rhodes Farm also employed a number of men. An advert in 1802 suggests that the lime produced was of the highest quality and had extensive sales not only in the Lothians but also in Fife and beyond.

In 1862 the Town Council contacted the Railway Company requesting the telegraph line be extended from Drem to North Berwick which became the first town in the county to have telegraphic communications. The information was passed along a telegraph line in Morse Code using a standard alphabet with long and short signals (Dots and Dashes) to stand for different letters and numbers. The telegraph poles were situated next to the railway tracks and the messages received at the Telegraph Office situated in the Post

Office at 9, High Street. Previously there was no direct post to North Berwick as it was a sub-office to Haddington. In the 1780s James Yorkston walked every day except Sunday, from Haddington to North Berwick with the post bag on his back. That year the town's

first Post Office was established in the foyer of the Dalrymple Arms Hotel (12 Quality Street). The following year Yorkston, was granted permission from the Town Council to increase the cost of sending a letter to and from Haddington to one penny-and-a-half

penny. In May 1793 James Yorkston was the Inn Keeper of the Dalrymple Arms and that year he was made an Honorary Burgess and Freeman of the Burgh. In 1894 the Post Office moved to the Dalrymple Buildings at 96 High Street and in 1896 the National Telephone Company applied to the Board of Trade to establish a Telephone Exchange in North Berwick.

By 1871, the population of the Royal Burgh numbered 909, the total population in the Parish of North Berwick was 1,427. Life expectancy in Scotland was 42 for men and 45 for women. More than one in every four children died before the age of five, and

around 40% did not make it beyond the age of 25.

BIARRITZ OF THE NORTH

The railways in Scotland began as wagonways which transported coal and minerals from Lanarkshire and Fife to the coast. In 1842 a passenger line was running between Edinburgh and Glasgow. In England in the 1850s only one train a day carried third class passengers but in Scotland nearly all carried them and the working class were able to make a regular pilgrimage to the seaside. By the 1880s, the express railway engines and plush carriages served the well-to-do, with travelling time from London to Edinburgh reduced from 17 to 8 hours.

In 1874 the Town Council wrote to the Railway Company asking them to restrict the cheap excursion tickets as the town was being over run with visitors. On Easter Monday 1895, 1500 visitors arrived in North Berwick on regular and special excursion trains. When added to those already in the Burgh for the weekend, this amounted to over three thousand visitors. Some notable families who spent the months of August and September in the town included the McAlpines of Accrington, Weirs of Glasgow, Forrester-Patons of Alloa and the Coats of Paisley whose summer residence was 34, Dirleton Avenue (Golf Hotel). Peter H. Coats also owned the land to the south known as Smiley Knowe.

One of the earliest references to North Berwick being called the 'Biarritz of the North' was included in article written by Edmund Yates, editor of 'The World' a weekly society journal. In November 1889, Yates wrote an article about Arthur Balfour when he used

the term Biarritz of the North to describe the town. The slogan was used as part of an advertising campaign instigated by the North Berwick Town Council in 1902. The North Eastern Railway Company displayed the posters, which featured many of their most popular destinations to increase the number of passengers using the railway.

These wealthy families would bring their entourage of housekeepers, butlers, footmen and nannies to manage the household and the local merchants and shopkeepers would supply all their sundries. The residents included Captain Francis Grant Suttie - Royal Navy (Hyndford House), Robert Chambers - Publisher (St Baldred's Tower), Eduardo de Zoete (Ormesdene, Fidra Road), Sir George Berry - Ophthalmic Surgeon (Kings Knoll), Professor Edward Sharpey-Schafer - Physiologist (Marly Knowe 1902), Walter de Zoete - Stockbroker (Blenheim House), Astor family (Shipka), John Blair Balfour - Lord Advocate for Scotland (Glasclune), Alexander, Isabella and Barbara Keiller

of Dundee (12, Marine Parade), Sir Patrick Ford - Solicitor General for Scotland (Westerdunes), J. G. Thomson - Wine and Spirit Merchant, The Vaults, Leith, Deuchar family (Inchdura House, Hamilton Road), John R. Dale - Farmer (Abbots Croft), and

Shaw-Stewart family - Ardgowan Estate on the Forth Of Clyde (Redholme), Samuel Peploe the Scottish Colourist (Cheylesmore Lodge); Robert Craig - Papermaker Newbattle Mill (Bunkershill).

Arthur James Balfour, Foreign Secretary and Prime Minister was a regular visitor to North Berwick. In 1887 Balfour was appointed Chief Secretary for Ireland and as such was given round-the-clock protection. While playing on the West Links, Balfour was shadowed by two armed detectives discreetly following among the sand dunes. Each year, during the month of September, Balfour would take rooms in the Bradbury Hotel from where he played two rounds of golf each day and in the evening he attended to the affairs of State. The regular bodyguards while Balfour played golf were John Sweeney, Detective Inspector at Scotland Yard and his boss Sir Robert Anderson. They also provided an armed guard for Queen Victoria, Empress Frederick, President Loubet, the Czarina of Bulgaria, and the German Kaiser while they visited Great Britain.

Since 1849, challenge or brag matches between the best golf professional's of the day, attracted large crowds to North Berwick. In 1899, Willie Park Jnr. who owned the property at the 'Garve' in Beach Road, challenged Harry Vardon to a match for 100 pounds over the West Links, with the return at Ganton; 36 holes played on each course. In July at North Berwick over 9,000 spectators arrived by train to watch the match and it was reported that the shopkeepers closed to follow the afternoon round.

In the summer the 'Rose' a paddle steamer owned by the Galloway Saloon Steam Packet Company would bring daytrippers on a round trip from Leith to North Berwick, tieing up at Galloways Pier on the Platcock Rocks, where passenger would board for Elie in Fife

before returning to Leith.

In 1879 the Council instructed Peter Whitecross to draw up a specification for the construction of a sea wall between the Auld Kirk and Melbourne Place. The wall was to be built to the same design as the sea wall at Portobello and the ingredients were listed as

six parts broken whinstone, three parts clean sharp sand and one part Portland cement, tested to 220lbs at 7 days. The work was completed the following year and cost £160.

North Berwick Freemasons

The earliest recorded society in the town were the Freemasons, instituted by former members of the dormant Lodge of Gullane and Dirleton founded in 1738. The St Balldred's Lodge in North Berwick was established at a meeting attended by thirteen Freemasons in James Grieve's Inn (15-17 High Street) on 17th March 1825. During this early period the Lodge held their meetings in David Blair's Dalrymple Arms Hotel (10-12 Quality Street) where a large function room still exists on the first floor. In 1830 John Carmichael, the Burgh School teacher was admitted a member because of his wonderful performance in ventriloquism.

In May 1833, the members were invited to attend the laying of the foundation stone for the new County Buildings in Haddington. The deputation from North Berwick made the journey in one long cart with two horses. The St Baldred Lodge also attended the laying of the foundation stone at the New Harbour at Dunbar in 1842.

In 1837 the first Masonic Ball was held in the Granary at the North Berwick harbour where the monthly meetings of the Lodge were conducted. They also met in The Lodge in Quality Street, residence of Sir Hew Dalrymple while a member stood at the front of the building with a drawn sword during the meetings. The Freemason's also met in the Town Council Chambers, County Hotel, Ship Inn, Burgh School Room (Victoria House, 66 High Street) , and in 1874 they used the facility of the Tantallon Lodge of Oddfellows,

No.3739 at 10 Forth Street, North Berwick.

At the annual roup in March 1854, Peter Smith secretary of Tantallon Lodge and Oddfellows offered to pay £5-half-yearly to rent the Burgh School room for their meetings. Peter Smith was a joiner to trade and his workshop was in the Dirleton Granary on North Street (Forth Street). His untidy practice of working outside the granary came to the attention of the Town Council who asked him to refrain.

From 1877-87 James Kendall was elected the RWH ( Right Worshipful Master) holding that position longer than any other member. In July 1880 the Lodge held a meeting on the Bass Rock. In December 1894 the laying of the foundation stone for the High School

in Law Road was given full Masonic Honours with Willie Struth RWM and John R. Whitecross, a member and also Provost of the Royal Burgh in attendance.

In 1896 the Masonic Lodge looked at land in Melbourne Place to build a permanent Lodge or Temple but that fell through, they also discussed property in School Lane (Church Road) but continued to meet in the Oddfellows Hall. In 1898 they secured the use of premises at 97 High Street (now 88 High Street) and in 1948 the members purchased the Oddfellows Hall, known today as the Freemason's Hall, 10 Forth Street.

The memorabilia held in the Lodge was collected by Davie Cochrane, the maltman living in Westgate, this included a square of wood from the old Lodge Room in the Dalrymple Arms, a level of wood from Baillie Balcraftie's old house, a plumb rule made of wood from Tantallon Castle and the Wardens' columns coming from the Bass Rock in 1907. In May 1929 during the Open Championship at Muirfield a Special Meeting was held for members talking part in that Championship and a dinner was held in their honour. The champion golfer that year was American Walter Hagen.

Volunteer Rifle Corps

The Volunteers 'F' Company, (7th V.B.R.S) Rifle Corps. was raised by Sir Hew Dalrymple in 1860 when Queen Victoria accepted the offer of their services. The Volunteers later held their meetings in the Foresters Hall, situated in the area now occupied by Tigh Mhor in the High Street. The hall owned by the Ancient Order of Foresters was opened in 1887 by Richard Haldane, member of parliament

for East Lothian who was appointed Secretary of War in Asquith's 1905 Liberal government. The hall accommodated 800 persons and was the centre of activity in the town. In 1895, Colour-Sergeant Dodds from the Scots Guards succeeded Sergeant Crawford as drill-inspector. He also drilled the pupils at the High School and Public School. The Volunteers carried out their weekly drills on the East Links, with their firing range at Canty Bay. They had 60 members and a Band which playedevery Saturday evening on the Auld Kirk Green. To the right of the entrance door to the Foresters Hall was Methven & Simpson's music shop where instruments and piano's could be

hired by the session.

The North Berwick Golf Club was established in 1832 in Seacliff House, when the feuars granted the use of the links for the annual sum of £4. Among the founder members were Sir David Baird of Newbyth, Sir Robert Hay whose father was tenant of The Lodge in Quality Street, George and John Sligo of Seacliff, Robert Stewart of Alderston Mains Farm, John Campbell of Glensaddell, a Kintyre laird and Captain Brown of the Inniskillen Dragoons and Waterloo fame, who lived in Quality Street.

At the centre of the social activities was the Marine Hotel (1875), where among others, Field Marshall Roberts and Prince Edward of Saxe-Weimar, resided during the summer season. Prince Edward Saxe-Weimar served in the British Army and fought with the Grenadier Guards at Alma, Balaclava, Inkerman and Sebastopol in the Crimean War. He was Commander-In-Chief of the troops in Ireland (1885-1890). He lost his Royal rank in Germany by marrying the daughter of the fifth Duke of Richmond, but she was accorded the rank of Royal Princess at Queen Victoria's Jubilee in 1887. They lived in a large house in Portland Place in London and each year they spent several months at the

Marine Hotel in North Berwick. It was reported at the time that they alone were responsible for increasing the popularity of North Berwick and thereby laying the foundations for its future prosperity. They also rented The Knoll in Clifford Road where they entertained King Edward V11 in 1902.

During the visit of King Edward VII to North Berwick he watched the golfers playing 'Perfection' and the children on the Ladies course while he toured the town in an open top carriage with two horses. Ben Sayers was presented to his Majesty by Prince Edward of

Saxe Weimar who hosted the King's visit and as such was later awarded the freedom of the Burgh. The King ordered a set of clubs from Ben Sayers who played the West Links with the King's Equerry.

Field Marshall Earl Roberts was one of the most successful commanders of the Victorian era. He fought in the Indian campaign and the 2nd Boer War. He lived at Englemere in Ascot, Berkshire and was a friend of Prince Edward of Saxe-Weimar. In 1903 it was reported that playing golf on the West Links on the same day were four MPs, the Speaker of the House of Commons, two bishops and the Prime Minister. Later they were joined by Lord Kitchener and HMS Dreadnought on passage to Rosyth, fired a ten-gun salute over the course.

Football Club

The Victoria Football Club was instituted in February 1888 playing on ground provided by Sir Walter Hamilton-Dalrymple at Abbey Park (Redcroft). Football was extensively played in this district in the seventeenth century and was mentioned in the Session Records of Tynninghame Parish. In May 1619 there was a game of football played on the Sabbath afternoon at Scoughall links between that parish and Whitekirk against the North Berwick parishes. In November 1919, John Lambie tenant of Rhodes Farm offered a field east of Tantallon Hotel for playing football (now Rhodes Park). Angus Football Club (Miss Lucy Hope's team), Primrose Football Club (W.H.Montgomery Secretary) and

the Continuation Classes Football Club, were charged an annual rent by the Town Council but allowed to keep their goal posts. In 1924 Mr Glover the headmaster took over the lease on behalf of the School Football and Hockey teams. In 1926, Rev. Leonard Small secretary of the reconstituted Bass Rock Football Club requested permission to use the football pitch which was granted.

In September 1929, the Bass Rock Football Club requested the use of the new Recreation Park every second Saturday from 1.30 until dark. The following year the BRFC asked permission to charge 'gate' money for a friendly match with Rutherglen Ladies's Football team. The club also requested a timber hut for changing and the Council offered an old Bathing Box as a temporary solution.

GALLOWAY’S PIER

In April 1888 Matthew Galloway whose company erected the pier suggested to the Town Council that a salt water bath could be formed at the east end of the harbour by using part of the flushing pond. Gallway instructed civil engineer Robert Henderson to investigate. Using the excavation plans drawn up by D & T Stevenson in 1862, Henderson was able to calculate the depth of the rock base which would be required for a swimming pond. In July 1899 James R. Jenkins, secretary of the Swimming Club, wrote to the Town Council requesting permission to have the occasional race in the harbour during the summer evenings. Jenkins said the swimmers would be in proper bathing costumes. The Swimming Club and Humane Society held their annual aquatic gala in the harbour from 1895. At this time the Swimming Club also suggested a Safety Bathing Pool should be constructed at the east end of the harbour, paid for by subscriptions raised by the Swimming Club including contributions from Prince Edward Saxe-Weimar and the MP's Robert Haldane and Arthur Balfour. The Pool was constructed by civil engineers Belfrage & Carfrae and opened on 8th August 1900. The season started in April with William Hope as the pond master. The peripheral buildings were completed in 1929 and spectators at the swimming pool had to pay for the first time in 1964.

The first mention of the North Berwick Cricket Club was in March 1884 when George Hamilton, a grocer and club secretary requested permission from the Town Council to play cricket on the East Links, which was approved.

Bowling Club

In May 1854 William Walker, a carpenter to trade employing four men and also a Town Councillor, intimated that several individuals had approached him to form a Bowling Club. They suggested a site on top of Castle Hill and Councillor Walker said he would submit plans to the Town Council. The following month when the subject was raised again, the Chief Magistrate David S. Meikham intimated he had received several complaints about the proposed site and suggested an area east of Castle Hill would be more acceptable.

The Bowling Club was founded in 1865 with the green laid out on ground south of Kirkports provided by Sir Hew Hamilton Dalrymple. Among the founder members were Alex McKenzie (Grocer), Andrew Wallace (Solicitor) and Peter Brodie jnr. (Post Office). In May 1902, Donald Jackson, honorary secretary of the Bowling Club requested permission from the Town Council to lay out a bowling green on the East Links. The Town Clerk advised the Council that residents in Marine Parade had objected to the application and there were also legal objections. Sir Walter Hamilton-Dalrymple offered ground in Clifford Road and in June 1903 the Bowling Club requested six loads of sand from the Links and a water supply which the Town Council agreed at £1 per annum. A second green was added in 1923.

In 1860 William Walker mentioned above, emigrated to New Zealand with his wife and five sons. The family resided on Clyde Street in Dunedin where William Walker died in 1862, aged 40 years. His youngest son Andrew Walker, born in North Berwick in 1855 became a prominent union leader before joining the United Labour Party and was elected to the New Zealand Parliament as MP for Dunedin North in 1914.

Tennis Courts

In January 1914, the Town Council agreed to layout four tennis courts and a pavilion on the East Links. The courts were constructed by Messrs Maxwell M. Hart (Glasgow) Ltd. and the blaise supplied by Portobello Brick Company. The pavilion designed and built by F.D. Cowiesons & Co. (Glasgow) cost £49-15/-. An advert carried in the Courier during the month of May suggested the best place to buy a racket was at Ben Sayers shop at 21 and 27 Station Hill where he had a large selection by the world’s best makers costing between 4/9d and 31/-.

At the opening ceremony on 10th June 1914, Provost MacIntyre presented Miss Swan of St Baldred's Tower with a racket and ball suitably inscribed for her to play the opening shot. An exhibition match followed, arranged between Miss Swan and the Secretary of the East Of Scotland Lawn Tennis Association with eight players taking part.

Miss Beatrice Swan was the daughter of James Swan director of John Swan & Sons Ltd. Auctioneers of Live Stock. Her father owned property at 24 Eglington Crescent, Edinburgh and St Baldred's Tower, North Berwick with its own tennis court. The Town Council thanked Miss Swan for entertaining the players and visitors on the opening day. The following year David Matheson, Balfour Street was appointed caretaker

and attendant. In October 1919, the Burgh Surveyor John C. Miller drew up plans to modify the tennis courts to championship dimensions. They were laid out by John McNulty & Co, 14 Atholl Place, Dunfermline on a north to south direction at a 26 degree angle, on flat ground. Hugh Pow the Honorary Secretary of the Tennis Club submitted their draft rules and regulations for the approval of the Town Council and 15/-, monthly 12/6, daily 2/-. Hamilton Dunn was appointed caretaker. There was a request to use the facility as an artificial Curling and Skating pond in the winter as the courts flooded,

but this was refused.

In December 1926, the Town Council contacted the Scottish Lawn Tennis Association requesting their permission to organise a tournament. They gave their approval and the authority to use the title 'The East Lothian Open Tournament' held for the first time on 13-18 June 1927.

The West Putting green was first mentioned in April 1919. Later that year the Town Councillors visited St Andrews to discuss the laying out of their putting greens. They were met by the Provost of St Andrews and Mr. Watson the Burgh Surveyor who supplied the original drawings for the Himalayas Putting course. The North Berwick Town Council asked Ben Sayers Jnr. and Andrew Gilholm the head greenkeeper

at the Glen course to layout two eighteen hole putting greens. Baillie George Nelson offered his disused bathing box as the starters hut, erected on the putting green. Willie Robertson the blacksmith at 33 Forth Street made the metal flag posts and cups and the posts on Beach Road were supplied by David Stevenson, Rosehall, Haddington. Tom Irvine was appointed caretaker and the putting green was officially open on Monday 14 June 1920. A second eighteen hole putting green was laid out the following year when Loftus Calder offered a trophy for a putting competition known as the Calder Cup. The first mention of a putting green on the East Links was in September 1921.

The original North Berwick Yacht Club was founded in 1900 and the curling pond situated at the foot of the Law, and later at the Dowcate Pond in Nungate was used by very active clubs at North Berwick (1855), Balgone (1887) and Tyninghame. On 6th August 1886, the Town Council decided to level a piece of ground on the East Links and layout a tennis court and later the putting green. The Boys Brigade meetings were

held in the Foresters Hall and on 12th August 1908 the 1st North Berwick Scout troop was founded, one of the earliest in the country. In 1905, Major General Baden Powell spent a holiday at Leuchie as a guest of Colonel Sir William Gardiner Baird. He was greeted by a large cheering crowd when he arrived at the North Berwick railway station.

In 1877 there was a large fire in William Auld’s timberyard situated between Balderstane Wynd and the Abbey Church. John Forrest, coach hirer in Beach Road sent an express to Haddington for the Fire Engine. The Town Council discussed purchasing a fire engine similar to the engine at Archerfield by the decision was defered for another ten years.

Throughout the early years of the twentieth century the sound of music and laughter could be heard from the open-air ' Pierrots'variety show on the esplanade while crowds of over three thousand watched the aquatic gala's at the swimming pool. The controversial subject of mixed bathing was passed by the Town Council in 1905.

Hugh Kirkwood, a ship's wright from Govan was the original boat hirer in North Berwick. In July 1886 he asked the Town Council for permission to erect a sign-board on the new quay at the harbour. Kirkwood may have constructed his own fleet of rowing boats which he hired out on the West Bay. He complained to the Town Council that he paid 10/- harbour rates for each boat per year and his boats were only in the water for five months. Unfortunately the Council could not see their way to reduce his rates. In December 1886, the Rowing Pleasure Boats Hire Company as Hugh Kirkwood advertised his business requested permission to remove a section of leck rock on the West

Bay, situated 80 yards west of the west quay stairs. He also requested permission to make a wooden platform for the visitors to access the rowing boats. The Town Council granted permission as long as the work was carried out at his own expense and George Lumsden, Inspector of Works was instructed to supervise the works.

In June 1889 the Town Council received a request from Sam Scott in Elie for a piece of ground where he could erect a photo tent approximately 18 feet x 9 feet. He suggested a site on the opposite side of the road north of the Lifeboat House, adjoining the wall of the Auld Kirk green. The photo tent was to be in place for 12 weeks and he offered to pay a rent of 5/- per week which the Town Council accepted. The earliest photographer in North Berwick was James Abbott Jnr. who rented property in the Dalrymple Buildings in 1883. His father also James Abbott was a photographic artist at 57 Constitution Road, Dundee. In June 1889 the Town Council received a request from Sam Scott from Elie for a piece of ground where he could erect a photo tent approximately 18 feet x 9 feet. He suggested a site on the opposite side of the road north of the Lifeboat House, adjoining the wall of the Auld Kirk green. The photo tent was to be in place for 12 weeks and

he offered to pay a rent of 5/- per week which the Town Council accepted. Another photographer David H Ross also requested permission to construct a timber photographic studio in the same area but was turned down. David H Ross was the son of John Ross who had a photographic business at 41 George Street, Edinburgh. The Ross family also owned the photographic studio at 7 Station Road, North Berwick until 1915 when James C.H.Balmain a photographer from Edinburgh took over the property. In 1921 E.W.Parker had a photographic studio at 25 Station Road, Messers Whyman & Gray had a studio in Church Road, and in 1927 Day and Govan opened a studio in Market Place.

Among the duties carried out by the Police Sergeant was the ringing of the curfew bell. In September 1894 he expressed his desire to refrain from carrying out this demeaning task. David Ross the gravedigger was appointed at 2/6d per week and Mr. A. Paton, the Tacksman of Customs wrote to the Council offering his services as the curfew bell ringer at 2/- per week. In August 1896 a travelling circus camped on the east portion of the West Links and erected a marquee without permission. The previous week a booth for preaching was erected in the same place, again without permission. Sir Walter Hamilton Darymple wrote to the Town Council requesting this practice be stopped.

In 1893 Sir Walter Hamilton-Dalrymple feud an acre-and-a-half of land to the Commissioners of North Berwick for an Isolation Hospital south of the Newhouse Road (Gilsland). Construction started in 1898 and the building consisted of two wards with 16 beds and the opening ceremony was carried out by Lord Trayner (The Grange) on 29 March 1900. The hospital closed in October 1931.

In May 1898 the trustee's for Miss Lucy Hope purchased the Old Slaughter House in Forth Street and applied to the Council to erect a building to be known as the Caddie Institute. John Muirhead Builders, Dalkeith were awarded the contract and they offered to remove the adjacent town byre and use the materials in the construction of the Hope Rooms. Miss Lucy Hope resided in Angus House, 16 West Bay Road and was the daughter of George Hope, Luffness House. Also in 1898, George Fowler purchased the old Dirleton Granary on the corner of Forth Street and Market Place and applied to the Dean of Guild to build a stables and coachouse. The stables were on the first floor accessed by an outside ramp. In June 1898 the Council approved a request from Harry Crawford to erect a temporary stand on the East Links for refreshments on the occasion of day trips. Campbell also organised the stand on the West Links serving the golfers with aerated water and bars of Duncan's Chocolate.

In 1927, George Souter resigned his post as Lamplighter, a position which became ceremonial. That year the Town Council built public toilets at the junction of Quality Street and Melbourne Place including a Tourist Information Centre and garden. The final Public Roup took place in the Council Chambers on 29 April 1930 when five ice-cream stances were auctioned on ground east of Heriot Place (Victoria Road) The successful bidders were (Stance 1) George R. Thomson, (2) T. Di Rollo, (3) Luca Scappaticcio, (4) Benedette Di Rollo, (5) F. Di Rollo, but were not permitted to open on a Sunday. Mr. J. D'Ambrosio did not bid for a stance but continued to produce ice-cream in the Duchess Cafe at 95 High Street with a pianist playing in the window. The following year U.L.De Marco requested a stance at the putting green.

In 1927 East Lothian County Council identified ground on the High Street owned by former Provost John MacIntyre for the new Police Station. The widening of Beach Road was in progress and the Council purchased part of the Rhodes Farm and Steading from the farmer John Lambie. The deputy Harbour Master Robert Russell died in 1930 and was replaced by George Kelly. Dr. Laurence C.M.Wedderburn, established his medical

surgery at 1 Dirleton Avenue. In December 1929 the Town Council submitted plans for a Harbour Pavilion drawn up by architects Mears & Carus-Wilson, Edinburgh and the main contractor was Glasgow-based D.McKellar. The building was leased to James C. Lumsden who organised dances and other entertainments.

Following a trail period of a one-way traffic system on Forth Street, High Street and Beach Road during the summer months, the new one-way regulations were implemented in May 1931. That year there was no cattle or horses owned by the Burgesses grazing on the Town Common (East Links) a tradition dating back to before the written records of the town. In 1931 the grazing was leased out to Messers William & David Wright, Heugh Farm who had 12 cows on the common. Dundas Thomson, Mains Farm grazed stock on the Recreation Park. In 1930 the Town Council requested that H.M.Postmaster General establish a telephone kiosk on the corner of Dunbar Road and Lochbridge

Road. The Telephone Company agreed if the Town Council guaranteed revenue of £16 a year.

1931 was the first year a list of summer entertainments were organised by the Town Council. Starting in July with the Daly Mail 'Sand' Competition, Model Yacht Competitions, Daily Record 'Putting' Competition, Fancy Dress Parade in aid of Edinburgh Infirmary, Tennis Competitions, Seaside Mission finishing in September with a Swimming Gala. The first mention of a second Putting Green adjacent to the

Tennis Courts was minuted in November 1931.

THE EARLY SETTLERS

The formation of the landscape around North Berwick dates back over 340 million years, when this area was desert. Berwick Law and the islands of Craigleith, Fidra, Lamb and Bass Rock are composed of igneous fire work formed during the early carboniferous era.

This was the site of many volcanic eruptions and these famous landmarks are the result of the mouth of the volcano being choked with its own molten lava, forming a plug when extinct. During the ice-age, Scotland was covered in a frozen glacial blanket that rubbed and wore away the volcanic ash and soft sedimentary layers. When the glacier receded it exposed the black rock visible today. The oldest rock in the area can be seen at

Smiley Knowe. In both the East and West Bays, there is evidence of lava-flow of the most extensive nature with enormous deposits of volcanic ash or scoriae, forming the flat red tuffs visible at low tide. Farther east the colour changes to green and a basalt

dyke of considerable length appears on the shore opposite the Leithies. Tuff is much easier to work than basalt and the resulting Red Leck in Milsey Bay was quarried for building and oven lining in the late Middle Ages. There is documentary evidence that red

leck from the East Bay was used to line the ovens in Edinburgh Castle. Professor Fleming of Edinburgh University was the first to observe the marks of glacial action on the striated rocks at the Auld Kirk in 1846.

According to some writers the first inhabitants of North Berwick came from the Elbe, they settled on the coast where water was available and their principal food was shell fish gathered from the rocks. In 2001, the remains of a Mesolithic round house was

discovered at East Barns near Dunbar, dating from 8,000 BC. This is the oldest house to be unearthed by archaeologists in the United Kingdom. It is believed the inhabitants survived on a diet of seafood, deer from the inland forests and gannets from the

Bass Rock which they could reach in a day using their currachs. The early settlement at North Berwick would have been similar, constructed on the high ground on the south of Berwick Law, where there is evidence of at least eighteen hut circles, rich middens

and a field system dating from 2000 years ago. There is also the remains of a defensive stone dyke and ramparts which were not just military artifacts but show that farming and a peaceful settlement was a feature here. Activity in more recent times can also

be found near the summit, notably a rare example of a stone-built Napoleonic period watch-tower with the outline of a garden.

There are traces of four such settlements in the district, first and most important was on the hill, above the west beach. In 1907 the remains of two Neolithic or Bronze Age middens were discovered under the stone floor of Tusculm, 8 York Road. Their burial

ground was between that house and the shore, which was discovered when the gasworks were being erected close to what is now the eighteenth fairway on the West Links. A medieval pottery in the shape of a jug was dug up in this ancient tumular cemetry. It

measured eleven and a quarter inches in height and about five and a half inches in diameter and was covered in a geeenish glaze common on pottery of that early period. Since ancient times there was a burn in this area which flowed into the sea and was crossed by a timber footbridge, still being used in 1854.

There was another settlement east of the Eil Burn where several internments and urns were found. These internments are believed to date from the beginning of the Christian era. The fourth settlement was above the Leithies on the Rhodes Farm where a kitchen

midden was found, it contained a stratum of shells, pieces of broken pottery, fragments of bones and wood ashes. A similar site was also detected on Castle Hill, the grassy mound between Marine Parade and Tantallon Terrace, where a castle once stood owned by

the Earls of Fife.

While excavating the lake in Balgone Estate, workmen discovered several wooden plies hidden beneath the surface, as if fixed there to support a habitation. Near them was found parts of a skull, and other items in keeping with an early settlement such as bones,

flints and charred stones.

When the foundations of Silverbank (41 Westgate) were being taken out, the workmen found hundreds of coins, a large number of these being silver pennies of the reigns of Alexander II of Scotland and Edward I of England and in 1896 several similar coins

were found when laying a new drain in the 'Cats Close' off High Street. Theses finds show that the English forces had been in North Berwick prior to the battle of Bannockburn. It is known that 2000 marks were sent by ferry from here to Earlsferry in March 1304 to Edward I at Dunfermline.

During the upgrading of the town water mains in October 2002 deposits of animal bones, shellfish and fragments of pottery were discovered buried beneath the High Street. Several midden layers were traced less than half-a-metre below the surface, dating from

the 14th century. The material contained a variety of shellfish, mediaeval pottery and bones from sheep and cattle lodged between layers of sand. The largest concentration was found west of the Council Chambers, consistent with a midden pile where the inhabitants would discard their waste into the street.

In May 2003, the foundations of a 15th century wall was discovered in Melbourne Place, leading to speculation that this was the town's eastern boundary wall. This theory was reinforced when the shell and bone fragments discovered in East Road came to an

abrupt end opposite the Vennel in line with what may have been the boundary wall.

The remains of an old metal road made up of large red sandstone blocks was exposed 30cm beneath Victoria Road. According to the archaeologists, the road from Quality Street to Victoria Road is the oldest road in the burgh, and among the artefacts unearthed

in Quality Street was a whale bone scarred with the marks of a sharpe implement similar to a cooking knife.

During Roman times, a Welsh-speaking Goddodin tribe dominated the area from their hill forts on Traprain Law, Berwick Law and the Garletons whose King Loth gave his name to the whole region. By the seventh century after heavy defeat at Catterick they fell

prey to Northumbrians surging north from their capital at Bamburgh.

Despite becoming a Christianised province of Northumbria, sealed by a monastery founded by Baldred their rule was weak, explaining survival of many Brythonic place names such as Pencaitland, Aberlady, Tranent and Longniddry. During the next 300 years most of the county's main settlements appeared with names of Anglian origin such as Tyninghame, Haddington, Kingston, Sydserff and Linton. The Vikings raidings introduced their influence as they settled and created the origins of Dunbar leaving Norse local names – Fidra, and Scoughall. A key moment was the Battle of Carham when Malcolm II lead an army into Northumberland and defeated the English Earl of Uhtred. A battle that secured Scottish rule from the Forth to the River Tweed, and the central belt became Scottish.

The Royal Scottish Geographical Society came about as a result of a conversation between a young mapmaker and the daughter of a famous explorer during a walk along the beach near North Berwick. Inspired by what they had discussed, John Bartholomew and Agnes Livingstone-Bruce drew up an outline for the proposed Society and took it to James Geikie, professor of geology at Edinburgh University. And so it was that the Society was established in December 1884.

The name North Berwick (Bearaig a Tuarth) means 'North' barley farmstead. Bere in Old English means 'barley' and wic in Old English is 'farmstead'. The word North was applied to distinguish this Berwick from Berwick-upon-Tweed, which throughout the Middle Ages the Scots called South Berwick. It was recorded as Northberwyk in 1250.

THE PILGRIM FERRRY

In the middle ages people would travel vast distances to worship and pray in the presence of holy relics at sites such as St Andrews in Fife. Ever since St. Rule was washed ashore with the remains of the apostle St Andrew in 365 AD, the town has been a place of Christian teaching and worship. The relics consisted of the bones from three fingers, a kneecap and a bit of skull, and the pilgrims thought they had super natural powers and praying in their presence would heal their illness.

Three ferries crossed the Forth at Queensferry, Leith and North Berwick, despite the later being the widest and most exposed it was the shortest route from England. The ferry was established in 950 AD between North Berwick, Dirleton and Earlsferry in Fife. The town of Earlsferry was named after MacDuff, Earl or Thane of Fife who also owned lands at North Berwick and used a ferry to cross the Firth of Forth. The Kings and Queens invested heavily in promoting the monastery at St Andrews. They also built the church of St. Rule, its enormous square tower was like a beacon and could be seen for miles around.

In 1362, King David II narrowly escaped being shipwrecked in the Forth Estuary while sailing from North Berwick to Earlsferry. To show his gratitude he expanded the existing cult and built a chapel to St Monan close to the point where he came ashore in Fife.

The original St Monans shrine and Ardross hospice was under the patronage of the Cistercian Nunnery at North Berwick during the period when the Earl's Of Fife prevailed.

To serve the needs of the Catholic pilgrims using the ferry at North Berwick a hospice and church were built. The ruins of the church can be seen on the Anchor Green and the hospice was situated to the north west of the church. The nuns from North Berwick

Abbey also looked after the hospice at Earlsferry. There were guest-houses built by the Lauder family at North Berwick harbour to accommodate the pilgrims on a site now occupied by the granaries. Robert Lauder later built and was patron of the famous Hospital of Poor Brethren (commonly known as Lauder's Hospital) at North Berwick circa 1540 sited in the area presently occupied by the Housing Association flats in Quality Street. The chaplain of the hospital was James Cowan.

St Andrew's Well situated close to the Wall or Well Tower in the Lodge Grounds was possibly a holy well, and a meeting place for the pilgrims before they continued their journey by sea from North Berwick. The journey to a shrine was not only spiritual but a

holiday, particularly for the peasant farm workers as their landlord was obliged to grant time off work to take part in a pilgrimage and the church looked after their procession while they were away.

Pilgrims meant money, they were the tourists of their day, producing prosperity in their wake in souvenirs and trade at the market stalls. A clay mould for casting lead pilgrim badges was found at the Auld Kirk and is now in the North Berwick Museum. The badge

decorated with the cross of St Andrew had loops attached whereby it could be sewn onto the pilgrims clothing as a token they had undertaken the arduous ferry crossing. Often the nuns would light lamps on the rocks to guide the travelers when the Fife coast

was shrouded in thick mist and the sea was running high. In 1413 over 15,000 pilgrims passed through North Berwick, stopping at the chapel dedicated to St Mary at Whitekirk before crossing by ferry to the St Monans shrine in Fife and on to St Andrews,

raising 1422 merks annually. The ferry depicted in the North Berwick Coat of Arms was also used by James VI in 1592.

THE ROYAL CHARTER

William, Earl of Douglas, acquired the barony of North Berwick in 1371 and laid the

foundation of the long, extensive and powerful influence of the Douglas family in East Lothian. It was forfeited in 1455 by James, Earl of Douglas; but in 1479 it was granted by James lll, with most of the forfeited estates of that Earl, to his heir Archibald,

Earl of Angus and erected into a free barony. It was sold by the Marquis of Douglas to Sir Hew Dalrymple, Lord President of the Court of Session in 1694 and remains in the ownership of his descendants.

The original charter of Royal Burgh was granted to the town in 1373 during the reign of Robert III, but this was suppressed by William, Earl of Douglas who held the barony of North Berwick during that period. The Earl refused to implement the charter because he might lose his right of superiority over the port and burgh. Although at this time the main trade was wool and only small amounts were being exported. Even at its peak in 1429 only ten tons of wool were exported yearly.

The charter now in existence was granted by James VI on 18th September 1568. In that charter mention is made of the original document being destroyed by fire. It narrates 'calling to mind that our predecessors of good memory did of old erect and make our

burgh of North Berwick into a free royal burgh, and that the ancient infeftment thereupon granted to them by our said predecessors in the time of the burning of the said burgh by the English was burnt and destroyed, and so cannot readily be found. We with

consent of our Regent foresaid (James, Earl of Murray) have erected, made, and confirmed, as by the tenor of our present charter we erect, make, and confirm, the said town of North Berwick into a free royal burgh.' A ratification of this was passed again in

1609.

In 1391 Robert III visited North Berwick as shown by the following extract from the Exchequer Rolls for that year :- Et solute pro expensis domini regis factis apud Northberwyk in mense Januarii ultimo preteriti. In 1404, Prince James with his protector Sir David Fleming passed through North Berwick on his way to the Bass Rock, where he was to embark for France for his education and safety. In 1491, Bothwell accompanied by the Bishop of Glasgow also found North Berwick a convenient port of embarkation when on a mission to the continent to find a queen for James IV at the Courts of France and Spain.

Included in the privileges and status of being granted a Royal Burgh was the right to levy the King's custom duties and have a market-cross where the sale of leather, skins, wool and other merchandise was permitted. The town was also allowed to return a representative to the Scottish Parliament in Edinburgh but according to the records, no member from this district attended until 1481. North Berwick was one of sixty-six royal burghs in existance at the time of the Union in 1707. No new royal burghs have been created since. The Burgh Charter worked effectively for over 600 years until 1975 when government legislation disbanded the Town Council in favour of local authority regionalisation. Part of this restructuring was to elect a Community Council to represent the views of the town and whose first priority was to enlist the assistance of Lord Lyon, King of Arms and successfully reinstate the Royal Burgh title.

ABBEY NUNNERY AND WITCHES

The priory of Cistercian nuns was founded by Duncan, Earl of Fife between 1147 and 1153. This house may have been founded as a Benedictine house, and later claimed to be Cistercian. The church was dedicated to St Mary by David de Brenham, Bishop of St

Andrews in 1242. By 1587, the abbey was described as being in a ruinous state.

The remains of the nunnery are the oldest buildings connected with the town and the total length of the building was 170 feet. Its founder also bestowed on the convent the patronage of the Auld Kirk of North Berwick. In 1296 the Prioress submitted to the

power of Edward 1, ensuring protection and for a while the female inhabitants of the nunnery were safe. But with the turbulent violence during the reign of James lll, the nunnery was plundered.

In 1336 the prioress was Elena de Carrick; and in 1463 the prioress was Marion Ramsay. The later died in 1474 and was succeeded by Elizabeth Forman. In 1482 she applied to Parliament for protection and redress, and the Lords decreed the restoration of the

property and the repair of the damages that the assailants had inflicted. Alison Home followed as Prioress and after her Isobella Home, who in 1539 was in charge of seventeen nuns. Isabella was third daughter of Sir Alexander Home of Polwarth and she was followed in 1580 Margaret Home with the last two remaining nuns named Renton and Donaldson. Thus, previous to the Reformation, the nunnery had become part of the Home family estate. After the Reformation, the untransferred were erected into a lordship for Sir Alexander Home of North Berwick, a special favourite of James VI.

The site of the church, which formed part of the Abbey buildings cannot now be traced but several very interesting stained floor-tiles, seemingly connected with it, have been dug up in the adjoining fields, along with a finely carved font.

A charter of the Great Seal of Scotland which was confirmed at Edinburgh on 28th September 1549, mentions Robert Lauder of The Bass in occupation of the lands of Balgone, and Farm-acres, in East Lothian, the superior landlord being the Monastery of North Berwick. In this charter, signed at the monastery on 24th June 1548, Margaret, Prioress of North Berwick, sold the superiority of these properties to Alexander, brother of Patrick Home of Polwarth.

A letter dated 9th April 1565, from Mary, Queen of Scots, to Mr John Spens of Condy, her advocate, ordering him to stop registration of the confirmation of Alexander Hume's feu of 80 acres of lands of abbey of North Berwick following complaint by Robert Lauder of The Bass that he and his predecessors had been kindly tenants of these lands. Several Lauders were still resident on the farm-acres in 1690 when there was a dispute about the rentals due by all the various tenants.

The earliest record of land being rented by Margaret Home, the prioress at the Abbey was in 1561 when 80 acres of 'ferme lands of Norberwick' were rented to John Baillye. The Abbey Farm lands surrounded the convent and during the laying of the railway line in

1848 workmen came upon two stone cists on the farmland. Measuring a little more than four feet in length, each contained a human skeleton. In one of them an iron sword and dagger lay together and at the sides of the skeletons in both cists were urns of rough

grey ware. Also in the neighbourhood was found several remarkable relics of mediaeval pottery and leaden pipes of considerable extent, which were used to draw water from higher ground to the convent. Several tobacco-pipes were also discovered from the

Jacobean and Caroline periods.

There are two roads remaining from those times which lead from the beach directly to the Abbey Farm. Ware Road 'ware' meaning seaweed, which was extensively used as a fertiliser and the other is the path crossing the west putting green over Beach Road

through West End Place to Abbey Road which leads to the Nungate or the nun's road. Seaweed was harvested in February and spread on the land in spring as a manure for such crops as corn, barley and later potatoes. Tangle was also used especially for cabbage,

while brown kelp was used as a general fertiliser.

The grain from Abbey Farm was milled at the Glen, where the ruins of the Mills of Kintreath are situated. They were first mentioned in 1434, but letters inscribed on the doorpost of the middle mill suggest they were built in the 1300s and occupied until the 1840s. In 1738 a Waulk Mill was established at the foot of the Glen. 'Waulk' means preparing cloth and this mill provided fabric for local weavers. It was short lived and converted into a Wash House (1755). There was a large Mill Pond situated at the entrance to the Glen where the culvert now passes under Dunbar Road. This gave the name Lochbridge to the bridge over the reservoir. The water was controlled by a sluice gate and water lades provided overshot power for the mill wheels. The water then flowed into the Mill Sea,

hence the name Milsey Bay. The Abbey was entitled to a percentage of all grain milled and was also known for it's wool, a staple export of North Berwick in mediaeval times. The wool from the Nunnery was known in Italy in the 13th century.

Following the reformation the mills were the property of Patrick Home. In dry periods the water supply was insufficient to power the wheels and the grain was transferred to the mill at East Linton also owned by Home. In 1739 Sir Hew Dalrymple with the

permission of the Town Council built a kiln on the burgh land. He also arranged for the construction of a waulkmill for the weavers who worked the looms at Horse Crook.

The wool was exported to Bruges in Flanders where the Scots had a special agreement with the merchants of Bruges who gained a monopoly on all Scottish wool and in return the Scots paid lower custom duties. During the 15th century Bruges was the centre of

the wool trade and merchants came from all over Europe to purchase their goods, so Scottish wool had a ready market. The wool was woven into fine materials for clothes, tapestries and Flemish cloth.

THE LANDOWNERS

Castle Hill was the site of a castle held by three noble families, the MacDuffs - Thanes of Fife, the Stewarts - Earls of Fife and the Lauders. The first 13th century castle was a wooden structure with a stone bank and defensive ditch to the south, held by the MacDuffs and illegally occupied by the English after the capture of Dirleton Castle by Bishop Beck in 1298. In 1314, Robert the Bruce defeated Edward II at the Battle of Bannockburn and Edward fled down the coast towards Dunbar pursued by James the 'Black' Douglas. The English garrison at North Berwick on hearing of their King's plight abandoned the castle and retreated to Dunbar. In the late 14th century a stone tower with barmkin was raised on the site by the Lauder family, who also constructed a keep on the Bass Rock. Castle Hill appears to have been abandoned in favour of the more secure Bass Rock Castle sometime before the 1420s. Little

remained of the castle when the site and its lands were given to the Abbey Nunnery in 1435.

The earliest reference regarding the Monastery, which was founded by Duncan, Earl of Fife who died in 1154. This Earl was proprietor of the barony and the town of North Berwick and has continued in that family during the twelfth, thirteenth and part of the fourteenth centuries. The last member of the family who possessed the estate was Isobel, Countess of Fife, she resigned the earldom in 1371 to Robert, Earl of Monteith, a son of Robert II who conveyed the barony to William, first Earl of Douglas. On 26th April 1373 the King granted to the Earl of Douglas a free port at North Berwick for ships and the market day was Wednesday when wool, skins, leather and all other merchandise was sold. There was a tron for weighing wool and customs paid at the harbour.

The Douglases were modest landowners in Clydeside until the Wars of Independence brought them to prominence through Robert Bruce's friendship with Sir James Douglas. He was entrusted by King Robert to carry his heart into the Holy Land Crusades and his family adopted the Coat of Arms of a vivid red heart. The bond between the two families continued after their deaths culminating in Earl William Douglas being conferred Lord Douglas in 1358. The building of a great castle at Tantallon was William's way of proclaiming his new position among the landed gentry and he appointed Alan Lauder as his custodian.

The house of Douglas remained the proprietors of the barony until 1699. It was forfeited in 1455 by James, Earl Douglas and granted in 1479 to his heir male Archibald, Earl of Angus ('Bell the Cat'). In 1528 the lands fell to the Crown on Angus being attained, but

were again restored. In 1699 they were sold by the Duke of Queensberry and Earls of Annandale and Lothian commissioners for the Marquis of Douglas to Sir Hew Dalrymple, Lord President of the Court of Session in whose family the estates have since remained.

The name Tantallon derives from the Gaelic 'Dyn Talgwn' which means 'towering fortress'. In 1335, the inlet to the north west of Tantallon was a thriving fishing village and port for the surrounding countryside, which predates the castle. In 1389, Tantallon

was in the ownership of Sir Malcolm Drummond through marriage, it then came back to the Douglases when Archibald, the Grim was established in the Douglas title and lands.

When King James II murdered William, Earl of Douglas his son the 6th Earl rose against the monarchy but was defeated and the Douglas lands were confiscated. King James II then re-enforced Tantallon, adding a new gate tower and raising the parapets on the

battlements. When King James lost the Battle of Pinkie at Musselburgh in 1547 and died shorty after Tantallon returned to George Douglas, Earl of Angus, who set about heightening the ramparts to their present level. Sir Walter Scott was so impressed, he

mentioned Tantallon in his poem Marmion - 'Tantallon, vast, broad, massive high and stretching far and held impregnable in war; On a projecting rock they rose, a round three sides the ocean flows'.

The forfeiture of the 9th Earl of Angus in 1528 was followed by a siege of the Castle in 1529 by James V. Practical advances in mathematics and science gave the monarchy access to new technologies like gun powder. By the 16th century guns came into their ownand were a force to be reckoned with. In 1528 the garrison at Tantallon endured a massive siege by the might of the Royal Artillery, brought out from Edinburgh Castle and Dumbarton Castle. Although the guns failed to breach the ramparts this siege

marked the end of mediaeval warfare. Sir Ralph Sadley, the English Ambassador, lodged at Tantallon in 1543 and the Castle was described then as being in a state of disrepair.

By the middle of the sixteenth century the Lauder family held the Barony of North Berwick but following the death of William Lauder in 1569 who had no heirs, the land reverted back to the King who granted Alexander Home the rights. In 1633, Patrick Home sold the estate to Sir William Dick of Braid, a merchant and burgess of Edinburgh but later in the century he fell into financial difficulties and the estate was confiscated by the Commissioners of the Commonwealth. In 1650, the Moss Troops based at the castle

caused so much damage to Cromwell's line of communication that in 1651 he sent an army out. The Roundheads under the command of General Monk bombarded the castle for twelve days and devastated the building to such an extent that the garrison surrendered. By 1694 Sir Hew Dalrymple took over the heritable debts of the estate and in 1699 purchased Tantallon Castle and later the Bass Rock from the Crown.<p>

During the 1790s, the ruined castle was occupied by a gang of thieves who, headed by an old sailor, made their quarters in the inaccessible upper storeys of the keep, which they reached by means of a rope-ladder. They plundered the nearby farmhouses and

mansions during the night, even going so far as to steal sheep off the fields. None of the gang were captured except one man, the others having gradually disappeared. This individual worked unsuspected through the day in the Rhodes lime quarries,until one

evening a girl thinning turnips in a field at Castleton observed a man with a red cap looking out of a window of the fourth storey. After a long hunt he was captured by John Rennie tenant at Castleton who found him in a vault. He was lodged in North Berwick prison, and afterwards sent to Haddington. He was later tried for his crimes in Edinburgh and transported.

Another incident at Tantallon Castle was recorded in the Town Council accounts with an entry to 'A Yorkston for allowance to men on apprehending the man at Tantallon' - 6th Apr. 1816. This refers to the Town Council paying for a round of drinks at Mr

Yorkston's hostelry, the Dalrymple Arms Hotel.

The King of Belgium visited Tantallon and the Bass Rock in 1819. The Duchess of Kent - mother of Queen Victoria visited Tantallon Castle on 26th September 1860 and His Royal Highness Prince Arthur Duke of Connaught - Queen Victoria's third son and godson of the Duke of Wellington visited on 29th August 1876. He was the guest of Sir Hew Dalrymple and following his visit, Sir Hew presented the Town Council with the gold badge and chain of office worn by the Provost, in appreciation of the loyal and respectful manner in which his guest had been received. Tantallon Castle has been in the ownership of the Dalrymple family since 1699 and is now maintained by Historic Scotland.

The land to the south of North Berwick was divided between Sir Hew Dalrymple of Leuchie (3039 acres) and Sir George Suttie of Balgone (8788 acres). Balgone House was built in the 15th century when it belonged to the Nunnery and Prioress in North Berwick.

After the Reformation the estate was owned by several families including Lord Ross of Halkead, the Humes, Hepburns of Waughton, and John Semple WS whose daughter Marion in 1680 carried the property to her husband George Suttie, Baronet of Nova Scotia. His son Sir James Suttie married Agnes Grant and inherited her family estate of Prestongrange in 1818, when he assumed the name of Grant-Suttie. The mine at Prestongrange was the first deep shaft mine sunk in Scotland.

When Sir George Grant-Suttie died in 1947, the estate was left to his 16-year-old cousin Sir Philip Grant-Suttie who lived in Sussex, New Brunswick. Sir Philip visited Balgone for the first time in 1955. The Prestongrange Colliery and Mansion House (now

Royal Musselburgh Golf Clubhouse) remained with the Grant Suttie family until 1958.'Nova Scotia' was the land where the esplanade of Edinburgh Castle now stands. This allowed Charles I, to grant a Barony to any investor in the Canadian land known as 'New Scotland'. Sir Hew Dalrymple was also a Baron of Nova Scotia.

Leuchie House was purchased from the Marjoribanks family in 1701. Sir Hew Dalrymple 2nd Baronet (1712-1790) demolished the oldhouse and built a new mansion to his own design over the old foundations in 1779. The building work took six years to complete

with oval shaped rooms and fine plasterwork. In 1859 an extension and alterations were carried out. The Dalrymple family also owned Blackdykes and in 1820 a new steading was built and the farmhouse, which may have originally been a granary was converted

into a farm tenants cottage.

During the late 17th century the Dalrymple family became tenants of the original Walltower at the Lodge. In 1774 they bought that building and the land to the west as far as the churchyard wall from the Town Council for the sum of two gold guineas.

They extended their holding in 1783 by buying the property along what is now East Road as a dower house.

The present property at Flat B, The Lodge is the oldest inhabited building in North Berwick. To the west is the Garden Wall with the outline of older buildings thought to be the remains of a street leading from Quality Street to St Andrews Well. This was

linked to the pilgrim route from the 8th century. It was possibly a holy well and a meeting place for the pilgrims before they continued their journey to St Andrew's shrine in Fife.

The Walltower House was extended into the gardens and became a town house for the Dalrymple family where the present Sir Hew Hamilton-Dalrymple was born in 1926. His grandfather Sir Walter Hamilton-Dalrymple was charged with starting a chimney fire in

the Walltower in January 1890. This attracted a fine of 2/6d or 2 days in jail and according to the Burgh Court records Sir Walter paid the fine. Access to St Andrews Well was closed to the public in 1836. The Well is situated to the south of the main building adjacent to the doo-cote.

Since 1780 the farmers in the district and their guests visited the Bass Rock in July and dined at Canty Bay. The Bass dinner traditionally organised by the tenant at Blackdykes was held annually for over a hundred years. It was recorded that on one occasion twenty-four legs of lamb contributed by twenty-four farmers were prepared for the dinner by the Whitecross family innkeepers at Canty Bay for many years.

Alexander Crawford, an extensive grain merchant who owned the granaries at the harbour, was the tenant on the Rhodes Farm, which was part of the Dalrymple Estate. The Rhodes farmland covered most of the ground now developed as the Glen Golf Course. In the area of Tantallon Caravan Park was a limestone quarry which was filled in with the town refuse in the 1960s. The lime was stored and bagged in the outbuildings to the south of the quarry, known today as 'Sluie' west of the Rhodes Holdings. Limestone was relatively scarce in Scotland and there were only a handful of places where it could be quarried. Limestone was used in agriculture and as a building material in mortar, harling and plaster. Before use, the quarried limestone had to be burnt at high

temperatures. This was carried out in kilns, traditionally clamp kilns, consisting of U-shaped hollows dug into a quarry slope, some with flues and stone linings. The quarry supported a considerable workforce and the lime described in 1820 as being of a high

quality was later transported from North Berwick railway station. James Crawford continued the tenancy and his son James CrawfordJnr. was appointed Town Clerk in 1833.

Two young farm workers from North Berwick John Turnbull and James Anderson emirgated to Australia and made their fortune. James Anderson, born 2nd February 1837 at Carperstane, three miles south of North Berwick, son of Alexander Anderson, farm worker and his wife Barbra. James was baptised 2nd April 1837 and taken to Southern Australia in 1838. His father built houses in the Mount Barker township. James

Anderson purchased Brentwood Farm on Yorke Peninsula and became a wheat farmer. He married Miss Lockhart Brown and was one for the first farmers to ship grain to Great Britain. Anderson died 6th January 1919 aged 82 years.

James 'John' Turnbull, born 12th January 1837, at Balgone Barns, three miles south of North Berwick, son of Hemet Turnbull, agricultural worker and his wife Joan Colhune. He emigrated to Victoria in 1868 on the invitation of George Fairbairn Snr. Turnbull was employed as a 'pastoralist' (farm manager) on Fairbairn's Peak Downs Station in Queensland. Turnbull married Miss Woolay from Melbourne and they had four sons and a daughter. Turnbull joined with other investors to establish the Lansdowne Pastrol Company at Evesham, Muttaburra, Quennsland. The company acquired land for sheep farming. Turnbull bought several race horses, the most successful was named 'Tantallon'

Turnbull died March 1916 aged 75 years.

Beyond Blackdykes lies the farm of Gleghornie, where a village originally named Gleghorn once stood. Above the present farmhouse and steading are three tall ash trees marking the site of the old hamlet. In 1470 John Major was born in a thatched cottage at

Gleghornie and was to become the most famous literary Scotsman of his generation and was honored by being mentioned by Rabelais. His best known work is a history in Latin of Scotland and England and was a head of his time in being a strong advocate of a union

between the two countries.

After studying at Cambridge and Paris, Major went to Glasgow, where among his pupils was John Knox. At St Andrews he taught Patrick Hamilton and George Buchanan. Later, Paris was to become his permanent headquarters where as professor at the University

he published many of his books on philosophy. Major was proud of the fact that as the son of a humble ploughman, he had raised himself to be the friend and social equal of Gavin Douglas, born in the adjoining Tantallon Castle. John Major died at St Andrews

in 1550, at the age of seventy-nine.

The Prince of Wales visited the town on 20th August 1859 on his way to Tantallon Castle and Bass Rock. The Town Council erected two Triumphant Imperial Arches, one at the entrance to the High Street below the Council Chambers and another on Forth

Street north of Market Place. The Prince of Wales was welcomed by Sir Hew Hamilton Dalrymple and Robert Nisbet Hamilton from Archerfield. Her Royal Highness Duchess of Kent mother of Her Majesty was a guest at Archerfield in October 1860 and passed through the town on her way to Tantallon Castle.

His Royal Highness Prince Albert Duke of Connaught visited the town on 29 August 1876 when his regiment was stationed in Piershill Barracks, Edinburgh. The Magistrates and Councillors welcomed Prince Albert, son of Queen Victoria, accompanied by Sir Hew Hamilton Dalrymple to the town before they sailed to the Bass Rock from Canty Bay.

Halfland Barns, a small hamlet situated on a ridge south of Tantallon Castle, was known for its weavers around 1700, including theWatson and Gloag families. The Watson's had three sons who joined the navy, the youngest rose to the rank of Admiral. In 1775, he

was appointed commander of the fleet in the Indian Ocean and assisted Clive to take Calcutta. Admiral Watson is buried in Westminster Abbey, where a monument was erected to his memory.

Further east stretch the estates of Auldhame, Seacliff and Scoughall. With the fall of Castle Rock in Edinburgh there was an increase in Anglican settlers to East Lothian and they appointed Baldred as their saint. In the seventh century St Baldred or Bealdhere founded a community of monks at Tyninghame, Preston Kirk and Auldhame where the holy man was reputedly born. Although the small kirk's at Auldhame and Scoughall are long gone, many of the place-names still refer to the Culdee priest such as St. Baldred's Well and St. Baldred's Boat, a rock formation in the bay. Ghegan rock at Seacliff where the harbour is situated, means the 'Churchman's Haven'.

In 2005, archaeologists discovered the remains of what may have been the original Auldhame Kirk on the cliff top above Ghegan Rock. The foundations of a chapel with a neighbouring vault or tower were unearthed and a burial site containing over 200 bodies.

The earliest finds were iron age, probably dating from the Roman period, the most recent were from the 14th century. Most graves were Christian, lying east to west, many intersecting with earlier graves particularly on the south side of the building. Further

out were children's graves and a ditch bounding the headland.

Little was discovered to indicate there had been a village but traces of two hut dwellings were found which may have housed the priest or monks. In the ruins there was evidence of coal storage which may indicate a later use of the site as a farm kiln, foundry or other industry. It is thought that even after Viking raids drove the main hamlet inland to Whitekirk Hill, this site at Auldhame remained a religious centre possibly until Tantallon Castle was constructed in 1350.

In mediaeval times Auldhame belonged to the Bishop of St Andrews, later the 16th century House of Auldhame was the home of Sir Adam Otterburn who was King's Advocate in the reign of James V and became Provost of Edinburgh. Robert Colt of Gartsherrie then purchased the land but was unable to maintain Auldhame House, which fell into ruin and he built a new house at Seacliff in1750.

The estate passed to John Brodie then tenant of Scoughall, who in 1807 built the eastern portion of the Harbour Terrace at North Berwick for the storage of grain. He was followed by George Weir who was tenant for a single lease (19 years). George Sligo a

merchant of Leith then purchased the land and employed David Bryce to extend Seacliff House in 1841. John Watson Laidlay, an Indigo manufacturer in Calcutta acquired the estate which then passed to his son Andrew. In 1890, he constructed the harbour on

Ghegan Rock using a steam engine and compressed air to cut the stone. The harbour believed to be the smallest in Britain, was once busy with small cobbles working stake nets for salmon off the River Tyne. The ancient landmark on the South Car rock named St Baldred's Beacon was originally built by monks and rebuilt by the Laidlays.

Andrew Laidlay perished in a fire which destroyed Seacliff House (pictured left) in 1907 and is buried in the churchyard at Whitekirk. His brother John E. Laidlay, was a well known amateur champion golfer. In 1914, the surviving outbuildings at Seacliff

House were commandeered by the Royal Navy as a top secret WW1 research station dealing with navigation techniques and U-Boat defence. The station was known as HMS Scottish Seacliff. In 1919, John R. Dale bought the estate after being tenant farmer of

Scoughall since 1848, and Auldhame since 1834. The three estates remain to this day in the ownership of the Dale family. The novelist Robert Louis Stevenson was related to John Dale and spent several boyhood holidays at Scoughall. It was here in front of

the farmhouse fire that the young Stevenson first heard the story of how folks in these parts on dark stormy nights, when winds used to lash the coast, lured sailing ships onto the rocks by displaying misleading lantern lights. These tales gave Stevenson the

idea for his story called 'The Wreckers'.

The 'Pagans of Scoughall' had the worst of reputations, and were said to tie a horse's neck to its knee and attach a lantern to the rope. Then drive the horse slowly along the cliffs, so that a vessel out at sea would think it a ship riding at anchor, and come in, only to be wrecked on the rocky reef known as the Great Car and be plundered by the ghoulish people. Stevenson also wrote in his book 'Catriona' of the 'lights of Scoughall' and purposely put 'Tam Dale' in charge of the prisoners on the Bass Rock.

During the Napoleonic Wars the mouth of the river Peffer at Scoughall was thought to be a potential landing area for the French forces and army units were billeted in North Berwick in 1798. The soldiers were garrisoned with families in Russell Square and the

Billet Master was the School Master John Kirk. He was also Box Master of the Trade Society and that year he was made a honorary burgess and Freeman of the Royal Burgh. The stone building on the summit of Berwick Law was erected in 1803 as a signal station. Lieutenant Leyden was in command with a party of Naval Ratings who were instructed to light a beacon on the sight of enemy forces which would then start a chain of fires on high points across the country, providing an early warning system. The North Berwick regiment of volunteers commanded by Captain Robert Burns including those of Aberlady and Dirleton parishes were then ordered to assemble at North Berwick. They were to join and act with other troops and proceed to occupy the strong position of Whitekirk Hill and to oppose the landing of the French at Peffer Sands. The general orders were given at West Barns camp, 19th November 1803, by Major General George Don and if the enemy landed the local inhabitants were instructed to make for the Lammermuir Hills.

TOWN COUNCIL

In 1755, the Parish of North Berwick covered 4,000 acres, the whole of which was arable, except about 89 acres of links. The soil was described as generally rich, fertile and well cultivated, producing large crops of all different grains sown in Scotland, such as wheat, barley, oats, peas and beans. The population of the Parish in 1755 numbered 1,300 this increased to 1,583 by 1801.

The poor were numerous but able to live comfortably without begging. They were supported partly by the Kirk Session and partly by the patron of the parish Sir Hew Dalrymple, amounting to £90 per annum. At this time no manufacturers were present, the only regular trade from the harbour consisted of the exportation of grain and a small quantity of kelp, made from sea weed cut from the rocks at low tide.

During the troubles with the French in 1781, and the danger of privateers landing boats at North Berwick, the Council procured the assistance of ten stand arms for the protection of the burgesses. Sir Hew Dalrymple and Sir George Suttie of Balgone had also

adopted the same measures. That year the burgh treasurer Alexander Crawford received payment of £19 from Alexander Burn, factor for Sir Hew Dalrymple to cover the cost of ten stand arms brought from Birmingham to protect the town. Among the most eminent and respected gentlemen in the parish during the late 18th century were, Captain Brown of the Inniskillen Dragoons (The Vale in Quality Street); Major Buchan and Admiral Minchin (Beehive); Yules (Blackdykes Farm); William Goodsir, a fine fiddler whose family had long been connected with the town; John Thomson (North Berwick Mains); James Allan (Balgone Barns); James Anderson then John Rennie (Castleton Farm); Alexander Crawford (Rhodes Farm) and Sergeant John Martin of the Royal Artillery who accompanied Captain Parry on his first voyage to explore the Arctic in 1819 and 1820.

In 1822, John Martin was instructed by the Town Council to organise a welcome salute from the Bass Rock for King George IV as he sailed for Edinburgh in the Royal Yacht. Martin fired two six pound cannons, one of which was brought from Leith Fort and the

other remained on the Bass for many years. John Martin retired as a grocer and spirit merchant in the High Street and died in 1835.

Since the mid 16th century a tolbooth and mercat cross stood on the site of the present Council Chambers which was built in 1728. The forestair was rebuilt in 1770 with rubble from the old mercat cross and the original roof-slates were replaced in 1825 with

pantiles. A clock by English maker Rodger Parkinson was installed in the timber-built clock tower in 1735. This was replaced in 1809 with a clock made by Andrew Smith, a local clockmaker which cost £105, paid for by Sir Hew Dalrymple and the present clock is modern. The dormer windows were removed in 1778 and a weathercock mounded on the spire in 1854. The clock tower also housed a bellinscribed 'EX DONO DOMINI JACOBI DALRYMPLE DE HAILLS EQUITI BARONETT R M FECIL EDT 1724' ( A gift by Sir John Dalrymple of Hailes, knight baronet. Robert Maxwell made in Edinburgh 1724).

To the west on the upper floor was a single prison-cell for the debtors and the two cell's beneath were for criminals. In 1838 there were no prisoners. The corresponding area on the first-floor was the Debtors' Court and to the east the Council room. The prison was

the setting for the incarceration of Lord Dalquharn in the book 'White Cockade' written by James Grant (1822-87). The Burgh Court hadthe powers to deal with minor assaults and crimes which attached penalties up to a fine of twenty shillings, not more than three

hours in the stocks in day time, or up to one month imprisonment. The Burgh 'stocks' sited outside the Council Chambers are now on display in the North Berwick museum.

In 1770, the council-room was made available for the performances of 'strolling companies of show and playactors'. It was also used as a reading room and in 1827 the former Debtors' Court became the town library. In 1840 the tenant of the ground floor shop was the shoemaker John Bamber. Twenty years later the premises were occupied by James Drummond's printing press and in 1971 the interior of the two storey building was renovated.

For many years a historic letter from General Monk was kept in the Town Clerk's office, which read " For my very loving friends the Magistrates of the Burgh of North Berwick.... to hold no correspondence with any of Charles Stewart's party or his adherents, but apprehend any such as shall make any disturbance and send them to the next Garrison." - dated Edinburgh 16th November 1659.

The earliest recorded Bailies in the town were Charles Maitland and William Lauder whose names are listed on a petition to the Privy Council in 1689. They stated that the burgesses had been hindered by watching and warding and other impediments during the

holding out of the Bass. This referred to the first time the island had fallen into the hands of adherents to King James. It happened again in 1691 when four officers held out. Descendants of the Lauders of the Bass continued as baillies and burgesses on North Berwick Town Council right up to about 1800 and one of them, in a turn of the screw, was baillie to the Dalrymple's Barony.

James Jack a wright by trade, carried out the alterations to Leuchie House for Sir Hew Dalrymple in 1745. At the rouping that year he offered the highest bid of 18/- Scots for the 'leck', found on the east bay and used as building material. He was elected a Town

Councillor in 1735 and was Elder Bailie until his death on 20th June 1752. On the payment of one shilling the burial bell was tolled and the mourners followed to the St Andrew Kirk graveyard, where he is buried without a headstone.

The first trees to be planted in Quality Street were put in by Bailie Hew Lauder who was also allowed to erect a paling round his property in October 1754. Among the earliest recorded Town Clerk's were William Galbraith (1604), he was also the schoolmaster,

and the others were Alexander Watt (1760) and George Sibbald (1780). Captain James Dalrymple was appointed Chief Magistrate in 1791, he was succeeded by Vice-Admiral Minchin in 1802 who planted trees on the west side of Quailty Street. Captain James Dalrymple was re-appointed Chief Magistrate from 1805 to 1820. John Kirk, the parish schoolmaster replaced Mr. Todrick as Town Clerk in 1805. Kirk was boxmaster (Treasurer) of the burgh Trades Society in 1790, and appointed Billet Master in 1798 when army units were stationed in the town during the Napoleonic War. John Kirk was elected Councillor in 1789 and Treasurer from 1790-96. He resigned office as Councillor on his appointment as Town Clerk, a position he retained for twenty eight years.

Captain James Dalrymple was succeeded in the chair by Alexander Oswald (who died in 1821), Major-General Sir John Dalrymple was Chief Magistrate from 1821 to 1831, when he resigned on his appointment as commander of the British forces at Corunna, India. In 1831 the 'Czar' one of nine vessels owned by the London, Leith, Edinburgh & Glasgow Shipping Company went down off Scoughall with the captain and a number of passengers, among them several of the staff of Sir John Dalrymple, who had gone to London to see his departure for India. Nine of the crew clung to the wreck and were saved by James Kelly and his brother, both fishermen at Canty Bay, who swam several times to the vessel at the risk of their own lives. During Sir John Dalrymple's term the council included Bailie John Thomson, James Sommerville, treasurer; Councillors - Hew Dalrymple, W.F. Brown, Robert Bertram, James Grieve Snr., James Grieve Jnr., Andrew Walker, James Reid, George Ramage, and George Bain.

Indenture witnessing receipt by John and Robert Warner, brassfounders, London, from the Court of Receipt of H.M Exchequer, Westminister of several weights and measures for the use of the Royal Burgh Of North Berwick to be delivered to the custody of Gen. John Dalrymple, chief magistrate. - 16th Jan. 1826.

Sir Hew Hamilton-Dalrymple of North Berwick and Bargany succeeded as Chief Magistrate from1831 to 1833, he was a Captain in Her Majesty's 71st Regiment and by 1839 was on service in Canada. In 1833 James Crawford Jnr. W.S. was appointed Town Clerk, a position he retained until his death in November 1863, when Messrs. Thomas Dall C.A and Henry Tod W.S were appointed joint Town Clerks.

James Dall Sen. was appointed Junior Bailie in 1826 and promoted to the office of Senior Ballie or Chief Magistrate in 1833. That year the Council was elected for the first time by a vote of the owners and occupiers of premises in the burgh who had a rental of £10 and upwards. There were so few electors in the burgh that it was difficult to obtain the requisite number of Councillors. The electors appeared in the Council Chambers and each had to sign the list of persons for whom they voted. The highest vote was only

sixteen for James Dall Sen. who was elected Chief Magistrate. At that time there were twelve councillors, this was reduced to nine in 1852. Dall was re-elected in 1839 and again appointed Chief Magistrate until he finally retired in 1852. The principal work of

the Town Council during the stewardship of James Dall Sen. was the negotiations in connection with the branch railway line to the town and the purchased of a site for the gas works on Pointgarry Road. He was also instrumental in the establishment of a grain

market in the burgh on 28th September 1840 but although it appears to have been a success at its commencement it did not last long.

David Stuart Meikleham occupied the chair from 1851-54. Meikleham lived in a house in George Street, now East Road. He was a well known grower of hothouse grapes and in 1860 he broke all previous records by placing his crop of grapes on the market in the

middle of January, when it was bought by a London firm of fruiterers for 14 shillings the pound, and afterwards part was disposed of to grace the table no less a personage than Napoleon III, Emperor of the France. Meikleham was followed by James Dall

Jnr.(1855-1866). The members of the council were Robert Smith junior chief magistrate; James MacDonald treasurer; Councillors, Thomas Hope, William Walker, George Heslope Girlie, Richard Whitecross, John Blair, D.S. Meikland. James Dall Jnr was the first Provost to appreciate the impact the game of golf was to have on the prosperity of the town and he promoted the game at every opportunity. James and his brothers William and Tom, were founder members of Tantallon Golf Club, established in 1853. Tom Dall

was Club Secretary for seven years and Captain from 1861-1862 while James Dall Jnr. was Club Secretary from 1862-1868 combining this position with his official duties as the town's Chief Magistrate. Tom Dall was Town Clerk from 1863 until his death in 1880. In 1861, James Dall Jnr. represented North Berwick at the laying of the foundation stone for the Wallace Monument at Abbey Craig outside Stirling. The event was witnessed by a crowd of over 50,000.

It was the practice for anyone breaking the law to be brought before the Chief Magistrate who was both judge and jury. The proceedings of the Burgh Court was conducted in the Council Chambers with the jailhouse below. An extract from a hearing in 1862

reads, Henry Pullar, fisherman, North Berwick, was charged with assault and breach of peace upon Peter Gullane, his uncle. Pullar had previous convictions and was fined £5 or thirty days' imprisonment - he went to prison. Mrs. Forrestor, for assaulting her servant in a violent manner, was fined 15s or six days' imprisonment. Peter Gullane fisherman, North Berwick for assault and breach of peace in the Ship Inn. Gullane had previous convictions and was fined 10s or ten days' imprisonment. At a later hearing, Mary McIntosh and Agnes Doyle, vagrants, were charged with exposing children of tender age to the inclemency of the weather, both were severely reprimanded and ordered to leave the town.

Peter Brodie was appointed Senior Bailie or Chief Magistrate in 1866 and remained in the chair for twenty-one years. The Town Council's programme of upgrading the burgh put great strain on their limited finances and in 1866 they were £2,398 in debt. By 1872, this had been reduced to £537, mainly due to the prudent stewardship of Treasurer Francis Edington and an additional £60 from feus, (East Links) and £20 from increased rents.

In 1867, the Great Reform Bill extended the voting system further to include the skilled worker who was able to afford to rent a property with a rateable value of £10. Property owning women also had the vote in local elections. This added one million electors

across Britain and ended the control of Scottish landowners over local ballots.

The topic of illegal drinking was often discussed by the Town Council. At a meeting of the Licensing Court in 1872, Chief Magistrate Brodie granted the publicans' licenses on the understanding that no back doors should be used, and that all houses should be closed on Sunday except between the hours of one and two o'clock when it was necessary they should be open for theconvenience of country people attending church.

Following the visit of the Duke of Connaught in 1877, Sir Hew Hamilton Dalrymple presented a Provost's Gold Chain and Badge to the Town Council in recognition of the way his guest was received by the town.

Robert Lyle succeeded Henry Tod as joint Town Clerk with Thomas Dall in 1871 and was appointed sole clerk in April 1880, a position he retained for twelve years. The first voters roll was complied in 1872, and those not eligible to vote included the titled gentry, the insane and those detained in prison. This was also the first secret ballot. In 1859 the Town Clerk James Crawford donated three drinking fountains. One was at the Council Chambers with a trough for dogs, one at the Harbour and the third near the United Presbyterian Manse in Westgate for people coming from the railway station.

Following John Grieve's three year term of office, Peter Brodie was re-elected Provost from 1890 to 1893. Peter Brodie died on18th June 1899, and the Town Councillors lead the procession from the Council Chambers to the graveyard. Provost MacIntyre asked the shops and businesses to close from one until two o’clock on the day of the funeral and instructed the Town Bell to be tolled.

John Runciman Whitecross was admitted a burgess in 1854, elected Councillor in 1857 and served for 32 years. He was re-elected in 1890 and appointed Chief Magistrate from 1893 to 1896. The important work carried out during his term of office, was a new drainage scheme, the purchase of the 'Old Foundry', which later paved the way for a much-needed improvement of the East Bay. The town's first fire engine was purchased in 1894, using manual pumps and drawn by two horses. Also sites were acquired for an infectious diseases hospital (Gilsland) and a new slaughter house (Dunbar Road). Peter Brodie's son James was elected Councillor in 1894 and appointed Chief Magistrate in 1896.

On 22nd June 1897, the town was decorated with flags and banners for Queen Victoria’s Diamond Jubilee celebrations which was declared a public holiday. At 10.30am the procession lead by the Magistrates and Councillors in their new robes left the Council

Chambers and walked to the East Links where a religious service was conducted. This was followed with children's treads and games. At 5pm a banquet was held in the Forester's Hall when Sir Walter Hamilton Dalrymple addressed the community and toasted 'Her Majesty'. In the evening a display of illuminated boats could be seen in the West Bay. At 10pm a combined choir sang the National Anthem at the cross in Quality Street and at 10.30pm a bonfire provided by Sir Walter was lit on top of Berwick Law. Provost James Brodie attended the reception of Mayors and Provosts in Buckingham Palace on 23 June 1897.

The Town Council requested that the programme of celebrations for Queen Victoria's Diamond Jubilee should be recorded for future generations. The minute continued, "Ten sheep being a proportion of the gift from the Australian Pastoral and Shipping Interests

with a corresponding proportion of beef had been received. Two of the sheep had been sent to the Parish Clerk of Dirleton and two to the Parish Clerk of Whitekirk and Tyninghame for distribution among the poor of these parishes the remainder being distributed to the poor of North Berwick."

Following James Brodie's death in June 1899, John Macintyre was elected Chief Magistrate and in October 1902 welcomed King Edward VII to the town. His Majesty was the guest of Prince Christian of Saxe-Weimar residing at the time at The Knoll in Clifford Road. To commemorate his three day visit, the King planted a sycamore tree at the foot of the steps leading to the Council Chambers. Macintyre was the first Chief Magistrate of the Royal Burgh to be officially recognised by the title of Provost. During his tenure a new gas works was constructed on Williamstone Farm, a new cemetery in Dunbar Road, the Burgh golf course was laid out, and new shops and a fire engine station constructed in Station Hill. In 1908, the Town Clerk reported that during the past year only 86 persons had been locked up. This was compaired to Dunbar 105 and Haddington 282.

Following the visit of His Majesty King Edward, his host His Highness Prince Edward Saxe Weiman was presented with the Freedom of the Burgh and an Honorary Burgess Ticket with a silver mount. Her Highness the Princes, planted a sycamore tree in Quality Street adjoining the tree planted the previous day by His Majesty. Unfortunately the tree has since been removed.

During the Second Boer War many organisations in the town were raising funds in aid of the Scottish South Africa Hospital appeal. When news filtered through that Petoria had been captured on 5th June 1900 the North Berwick Town Council decided to celebrate the occasion with a half-holiday with trades and others processions throughout the town. On 7th June at four o’clock a band of musicians lead the procession, followed by Provost McIntyre who invited the Town Councillors and Corporation employees to have cake and wine. The town was decorated with flags and eliminated in the evening when a bonfire was lite on the West Links.

Macintyre was also a founder member of the Pipe Band instituted in 1901. The conductor was Pipe-Major William Hume and the instruments and highland dress cost £121, raised by public subscription. In August 1902, the Pipe Band headed a procession from

the railway station to the cross in Quality Street to welcome back two hero's of the Boer War. The whole town turned out to greet the gallant troopers James Kendall and Walter Gilholm of the Scottish Horse on their safe return. The Pipe Band also played round

the table while King Edward VII was at dinner during his visit to the town.

In 1918, women over the age of 30 were added to the electoral register and in 1928 the franchise was extended to women over the age of 21. John McIntyre remained Provost until the end of the First World War, when Peter Farquharson was appointed from 1919 to 1922. The Town Clerk's office was situated on the ground floor of Beulah House, 5, East Road. Following Robert Lyle's death in 1892, his partner Andrew D. Wallace was appointed Town Clerk. The legal business of Lyle and Wallace was conducted as part of the Town Clerk's office at 5, East Road. Wallace took on his nephew John W. Menzies as a partner, who was appointed Town Clerk in 1926 and the Town Clerk's Office moved to 11 East Road.

Robin Wotherspoon was appointed Town Clerk in 1956. He came from Inverness and moved to North Berwick in 1955 when he joined the law firm Wallace and Menzies W.S. Following the death of Mr. Menzies in 1956, Robin took over as senior partner and stepped into the stepped into the role of Town Clerk, which he held until government reorganization in 1975. Robin Wotherspoon retired in 1990.

The remaining Provost's were George Sim (1922-28) George Eeles (1928-37), George Gilbert (1937-59), James Wishart (1959-65), Millicent Couper (1965-68), John Fowler (1968-71) and John Macnair (1971-75). On 16th May 1975 the Local Government (Scotland) Act (1974) came into effect, replacing 430 local authorities with nine regional, 53 district and three island councils. East Lothian District Council and North Berwick Community Council were elected to represent the town.

PARISH KIRK

The first mention of the parish church of St Andrew, North Berwick occurs in a document dated 1177 in which one of the witnesses is Richard, “Chaplain of St Andrew of North Berwick. During the archaeological survey of the Auld Kirk and Anchor Green in 1999 a burnt circle and Roman coins were discovered suggesting there was a Christian settlement there in the 7th century. The island where the Auld Kirk is sited was thought to have been used by Saint Baldred as a sanctuary in the 8th century. The church was

substantially enlarged in the 13th century when a bell-tower was added. The ruined walls exposed by Dr. James Richardson during the 1951 excavation give an indication of the outline of the Auld Kirk, although a considerable section on the east fell into the

sea following a great storm in 1656. On April 12 1657 the Council of State gave 100 pounds sterling to help build the new kirk.

The bell was transferred to the church in Kirk Ports in 1664 and is presently on display outside the St Andrew Blackadder Church. One of the earliest recorded ministers at North Berwick was Thomas Greig in 1585 and the earliest Church Officer was Alex Gibsoune

in 1608. The only surviving building on the Anchor Green is the entrance porch of the Auld Kirk which was converted into a bothy in the 1850s when a fireplace was installed on the north wall.

The Parish Church in Kirk Ports surrounded by elm trees was erected in 1664 and renewed in 1770 when the bell tower was added. In 1819 the interior was renewed, except for the old oak seat of the Dalrymple family, in the front of the gallery. The church contained an hour sand-glass to regulate the service, a metal baptismal ewer, an iron alms-box to secure the offerings and four silver chalices which were believed to have descended from the Episcopalian period and then passed into the service of the

Presbyterian Kirk. One is dated 1670 but at least two of the cups are from an earlier age. In 1770, the Council discussed renewing the access to the burgesses loft in the Parish Church. They instructed the Town Clerk Archibald Lauder to employ tradesmen to erect

a stone staircase.

The entries in the Kirk Session Book for the St Andrews Church in Kirk Ports include the following. June 12th 1692 the minister Matthew Reid prayed for thanks giving for the victory gained by the Imperial Fleet in defeating France October 1709 the minister lead prayers for those who suffered from the fire at the head of the Canongate in Edinburgh. February the Treasurer received for Mr Blackadders grave stone ten merks. October 2nd 1715 the minister Matthew Reid read from the pulpit an Order of the Sheriff, and also an Act of Parliament regarding the rebellion in the north (Jacobite) against his Majesty King George. He also read a request for men from his Majesty's Lieutenant, the Marquis of Tweedale, intimating that anyone willing should meet in the Churchyard the following morning. His grace Duke of Argyle, Commander in Chief of his Majesty's forces in Scotland, also requires horses and oats to be send to Stirling. June 3rd 1716the minister

read his majesty's proclamation which included thanks giving for those who helped to defeat his enemies in England and Scotland. March 20th 1720The minister read the Act of the Synod of Lothians and another Act of the Commissioners which included prayers for those suffering from the infection of the plague that rages in some parts of England.

It was the custom in 1826 when turf was taken from the West Links to cover a grave in the churchyard, sixpence was paid to the Feuars of Wetgate as compensation. In the 1860s a parapet wall was erected with iron railings along the north and west sides, with the manse built in 1825 to the south west, on an elevated position at the Glebe. Prior to the bell being installed which had a soft mellow tone, the town bell in the tolbooth was rung at funerals from the mid 1720's. The evening peal rung at eight o'clock was a survival of the old curfew bell which was still being rung in 1908.

It was compulsory to attend Church and the elders roamed the streets looking for anyone not attending and if caught they were fined. During the middle ages the Church administered law and order and of all the sins, those of adultery were most strictly stamped upon. Culprits were to stand at the kirk door (adulterers in sackcloth and ashes) to be displayed before all attending church. A metal neck collar known as a 'Joug', attached to the wall of the Auld Kirk and used to hold offenders is on display in

the local museum. An entry in the Kirk Session Book on June 12th 1661 records that William Burn was chained to the church door for committing adultery. This was the second week he had to appear in front of the congregation for his misdemeanor. He was committed to sit at the front of the church on the pillory stool, facing the congregation, to listen to the ranting of the minister against him and his sins. Due contrition was shown by the penitent for his misdemeanour and after a suitable number of humiliating appearances, he was forgiven.

The earliest reference to golf in North Berwick is recorded in the Kirk Session Book in January 1611, when Alex Lockart and Thomas Gown were accused of playing golf on the Sabbath. They where reported to the 'gudeman of North Berwick' Sir John Home, the

local landowner who sent them before the Kirk Session for punishment. The minister of the Auld Kirk was Thomas Bannatyne who was ordained in 1610 by George Gledstanes, Archbishop of St Andrews. The extracts below are taken from the Kirk Session book of the Auld Kirk on the Anchor Green.

January 20th 1611

On quilk (which) day the repentance of Thomas Gowan and others was required by humbling themselves on their knees and craving god forgiveness for prophaning the Sabbath ye 6th January instant for playing at the goulf.

January 22nd 1611

The 'gudeman of North Berwick' delatit (accused) Alex Lockart as a prophanor of the Sabbath for playing at the golf.</i><p>

The Church did not have the power to inflict physical punishment, but if the offender refused to repent, they were excommunicated from the Church and sent to damnation. In more serious cases the offender was handed over to the secular powers of the State for

the Privy Council to decide their fate. The principal Commissary Court in Edinburgh had the general jurisdiction for the Lothians until 1830 when its business was transferred to the Court of Session and then to the Sheriff Court in 1876. The Church of Scotland

also administered the registration of births, marriages and burials from 1538, this record did not include Roman Catholics and other religions. During the 18th century if a person was accused of being a thief they would sue in a 'secular court' or Sheriff Court

while moral offences continued to be heard in the 'spiritual court'.

The Sheriff Substitute of Haddingtonshire was asked by the Town Council to decide the seating arrangement in the St Andrews Church. According to the Minute of the Hereditors meeting on 8th January 1820, the Sheriff decided that the Eastern Gallery was for the Magistrates of the Royal Burgh, the Elders sat in pew No31, the Clergyman used pew No.14, the Parochial School Master sat in pew No.6. The north half of the front of the Eastern Gallery was reserved for Sir Hew Hamilton-Dalrymple and the Grant Suttie family and Nisbet of Dirleton sat in the southern half of the Eastern Gallery. Walker of Sydeserf and the Earl of Dalhousie, proprietor of Chapel sat in pew No.40. The new pews cost £29 which was shared amongst the hereditors.

For funerals the parish church hired out a mortcloth to the parishioners which was a black cloth used to cover the coffin on the way to the grave yard, often made of velvet with a fringe. North Berwick had four cloths, the best cloth, the second cloth and two

for children with the profit being placed in the poor box. In 1795 funding the Poor was discussed by the Town Council and it was suggested that a voluntary subscription be raised in the town with wealthier individuals contributing more.

In the graveyard is a headstone erected by public subscription in memory of Johnnie Bowers, the last of the North Berwick town criers, who died in 1878. The stone bears a portrait carved by local mason Walter Skirving which was generally recognised as a

faithful likeness of the old worthy. It was said that Bowers scorned the conventional hand-bell using instead two earthenware bowls which he rattled together as a preliminary to his public announcement. The graveyard is also the burying place of many native families including the Dalrymples, Yules, Crawfords, Buchans, Walkers, Burns, Begbies, Robertsons, Grieves, Edingtons, Whitecrosses and Brodies. Two of the town's more eccentric individuals were Matthew Cassie and Peter Herkes. Both were travelling

hawkers, Cassie died in 1829 and Pate Herkes died in 1859 at the age of eighty-one.

In 1769 there was a Praying Society who built a meeting-house in Westgate in 1778. They were known as the United Associate congregation but thirteen years would pass before they obtained a minister. The minister at Haddington and others, preached

to them in the intervening years and was paid from the collection and seat rents. Their church was rebuilt in 1832 and in 1847 they became known as the United Presbyterian Church with 232 members and their meeting-house was situated on land now occupied by Nos. 39-41 Westgate. Rev. J. McGilchrist Dyer was minister from 1852-58 followed by Rev. William Calvert from 1858 to 1888 and the manse was built in 1865 at 20 Westgate. In 1868 the United Presbyterian Church (Abbey Church) designed by Robert R. Raeburn was erected on the site formerly an eyesore of the 'Burnt Houses' with the Church Hall added in 1890 on land used by the Bowling Club.

On 18th May 1843, 190 clergymen walked out of the General Assembly of the Church of Scotland over the vexed issue of patronage, whereby local lairds could appoint the minister of a parish. A few days later some 500 ministers met at Tanfield in Edinburgh to

sign the Deed of Demission and established the Free Kirk. The North Berwick Parish Minister Rev. Robert Balfour Graham showed sympathy with the Non-Intrusion movement, but did not 'come out' at the Disruption. James Crawford, farmer at the Rhodes and enthusiastic Free Churchman, began services in the Direlton Granary on the south side of Forth Street. The first minister was Rev. Allan Thomson but he was removed from office and in September 1844 Rev. John Shewan was appointed minister of Blackadder Free Church built that year in Shore Street (Victoria Road). The church named after the covenantor John Blackadder was reconstructed in 1875 and almost entirely rebuilt in 1889 with a congregation of 300. The manse was constructed on Marine Parade in 1854.

A group known as 'All Saints' held their meetings in the Burgh Schoolhouse before the Scottish Episcopalian Church was built in 1861, designed by John Henderson. After its erection it was found too small to contain the congregation in summer and was considerably enlarged. It was consecrated in 1863 by Samuel Wilberforce then Bishop of Oxford and named St Baldred. Sir Hew Hamilton Dalrymple gave a free site for it and Lady Mary Nisbet Hamilton contributed largely to the costs of the construction. The porch and ornamental carved entrance doors were designed by Sir Robert Lorimer in 1901. The Rev. Fortescue L. M. Anderson was rector for over thirty years until 1899 when Rev. H.S.D. Gill was appointed. Following the Restoration of the Catholic hierarchy in Scotland in 1878, the Roman Catholic Church (Law Brae) was erected by Dunn and Hansom in 1879, where the 'League of the Cross' instituted by Father Mackenzie also held their meetings.

The first mention of the Roman Catholic Chapel was in February 1879 when the Rev. William Grady, a clergyman in Haddington who was instrumental in establishing a Roman Catholic Chapel in North Berwick, asked the Town Council for the use of the School Room for his congregation. In May 1879, John Ferguson (law clerk) applied to the Town Council for 11 cart loads of sand for the new Roman Catholic Chapel which was approved and charged at the standard rate.

At this time the School Room was organised by Mrs Woodrow as a Working Men’s Tea and Coffee Room and in October 1879 the Rev. Grady asked the Town Council to open the Coffee House on Sunday for the use of his congregation, as many had travelled a long distance. The Town Council response to the request was minuted on 21st October 1879 ‘The Council cordially approve of the same and hope that it would be the means of preventing a repetition of the riotous behavior of some members of that congregation such as took place on Sunday last.’ The minute was complied by the Town Clerk Robert Lyle, The Provost was Peter Brodie, James Kendal (Baillie) John Bell (Treasurer) and Councillors John Whitecross (Grocer) and George Fowler (Baker). The chancel was built by Basil Chanpreys in 1889 and the Lady Chapel designed by Sir Robert Lorimer was added in 1916.

In May 1881 Rev. George Sprott DD applied for the feu of the Glebe so that the new Parish Church could be built north of the manse. William Calder, the headmaster of the Public School was in charge of the Building Fund in 1882. The new Parish Church of St Andrew, designed by Sir Rowland Anderson was completed in 1883 with the tower (built by James Elliot, North Berwick) added in 1907 when the clock was presented by the Town Council. The Kirk Session chair is believed to have been one of the ancient oaken chairs brought from Tantallon Castle on its final demolition.

The circular Burgh Window, facing east towards the old Kirk was originally erected in 1902 by the Royal Burgh of North Berwick to commemorate the reign of Queen Victoria from 1837-1901. It features the town'sdistinctive coat of arms at its centre surrounded by

a floral garland and the royal arms of the home nations and the harp of Ireland.

The old Parish Church bell now on display outside the church in St Andrew Street dates back to the Auld Kirk at the harbour and is inscribed round the top - 'Jacobus Monteith me fecit, Edinboch, pro Templo de Northberick. Anno Domini, 1642. Spero Meliora',

which translates as - 'James Monteith made me at Edinburgh, for the Church of North Berwick, in the year of our Lord 1642 - I hope for better things'. After twenty-two years of service at the Auld Kirk Green, it was moved in 1664 to the new church in Kirk

Ports. There it rang people to worship for two hundred and nineteen years until 1883 when the congregation moved to the new building in the High Street. It continued to ring in the old tower for another twenty-four years until 28th July 1907 when the clock tower was completed and the bell transferred. In 1928 a new bell was gifted by John Menzies, (5 West Bay Road), founder ofthe bookstall and newsagent company.

The Evangelical Meetings were held in the Fisherman's Hall with Mr. J. Scroggie conducting the service. It was not uncommon for visiting dignitaries, enjoying a holiday in North Berwick, to be asked to perform various duties. In 1892 the Lord Mayor of London opened the Blackadder Church Bazaar and in 1902 the Prime Minister, A.J. Balfour opened a Sale of Work in the Foresters' Hall.

Following the decline in church attendances in the 1980s the congregations of the St Andrews Church and Blackadder Church merged and for a period they held their services in alternate Churches every month. On September 22 1989 the Kirk Session and Congregational Board recommended that St Andrews Church be selected as their place of worship.

EDUCATION

Although there was mention of a boys school in 1581, and William Galbraith as schoolmaster in 1604 little more exists. Galbraith was also Town Clerk and it was his meticulous recording that has provided the information we have today. Another reference to education in 1664 noted 'The Kirk Session decided as there was no place for school they would give the Bailies and Council of North Berwick the sum of three pounds Scotch yearly for the West Laich House under the tollbooth till a new schoolhouse was provided by the heritors.

In 1690, all schoolmasters teaching Latin were obliged to swear allegiance to King William of Orange and it is recorded that the schoolmaster at North Berwick, Alexander Goodale had agreed to this. The following year the schoolmaster was Walter Ainslie, he

was also session clerk in the parish church. The other schoolmasters were James Purdie (1730) and Richard Dick (1739).

In an act of the Scottish Parliament in 1696, which was reaffirmed in 1803, the landlord was obliged to provide a school house and salary for a school master, supplemented by fees paid by the parents. Although provision for education in the Parish was on the

statute, the landlord and church organised the education system with little state interference. At this time a Royal Burgh was given the authority to administer a Burgh School. The original Parochial School was situated in Church Road, known as School Alley. In the 1870's a new school was built at the corner of Church Road and Westgate, the first building was the boys school, and the identical building (now 124-126 Westgate) was the girls school.

The Town Council minutes of 1756 states that Robert Anderson was elected a burgess of the Royal Burgh on his retirement from the position of Burgh schoolmaster. His son William Anderson born in North Berwick in 1750 sailed with Captain Cook as ships doctor and naturalist on his second voyage of discovery to the Antarctic and South Pacific in 1772. Anderson died during the third voyage in 1778 and Cook named a newly found island in the Bering Sea, 'Anderson's Island' after his respected friend. In the 1780s, John Kirk was the schoolmaster, he was succeeded by Marion Richardson and then by Dr.Andrew Crichton in 1820 who published a book about the 'Memoirs of Blackadder' in 1823. Later he became editor of the Edinburgh Evening Post and in 1832 editor of the Edinburgh Advertiser.

The Burgh School was situated in the building occupied today by the chemist's shop at 66 High Street. Originally a single storey building with arcades to the east, forming an open butchers market with a bakehouse on the north end. The building owned by the Town Council had a second floor added in 1830 to provide a Burgh School room with access by an outside stone staircase. The first teacher to be appointed to the Burgh School was James Paterson from Ayrshire with an annual salary of four pounds. He was followed by Cathcart Kay from St Andrews in December 1833. In 1837, the Town Council received complaints regarding the incompetence of Mr Sloane the schoolmaster, the parish school being described as nearly deserted with only 24 pupils. George Syme a native of Montrose was appointed Parochial schoolmaster the following year. His son Ebenezer Syme born in 1826 in North Berwick was educated at St Andrews University before going to Liverpool to study the Chinese language with the intention of becoming a missionary. In 1850 he was a street-corner preacher in Liverpool and Manchester, worked for a London bookseller and wrote articles for the Westminster Review. In 1853, Ebenezer emigrated to Australia with his wife and three children, where he joined David

Blair as editor of a newspaper in Melbourne.

His younger brother David Syme, born 2nd October 1827 in North Berwick was also educated by his father who died in 1845 when David was 17 years old and was buried in the Churchyard in Kirk Ports, North Berwick. Like his two brothers David studied under James Morrison at Kilmarnock Academy. David was intended for the Presbyterian ministry but his conscience stood in the way and after studying at a German University he abandoned all thoughts of entering the church. David was fascinated by reports of the gold rush and travelled to San Francisco where he remained in the gold fields foreighteen months before sailing to Melbourne in 1852.

After some success in gold prospecting at Ballarat near Melbourne he joined his brother Ebenezer in 1856 'The Age' was then two years old and was struggling to keep going. David invested his gold 'money' on the advice of Ebenezer in journalism and the two brothers purchased The Age for £2,000. The first paper under David's management was published in June 1856. David married Annabelle Johnson from Melbourne in 1859 and they had five sons and two daughters. In 1860, Ebenezer's health deteriorated and he

died aged 34 years.

David Syme out lived his brother by over forty years and was described as Australia's first press baron. In the 1860s,The Age was a considerable force in moulding public opinion and influencing politicians. David Syme was an advocate of compulsory education and industrial independence by a policy of protection, he also had a fondness for quoting 'Burns' in his newspaper.

He read every copy of 'The Age' before it went to press and his influence in politics was so strong that merchants and importers first attempted to bribe him and then they withdrew all advertising in order to ruin the paper. 'The Age' shrunk to half its original size as a result but nothing could break the determination of the granite Scotsman. Syme continued his fight to protect Australia from the importation of goods which the country could manufacture herself and also played a prominent part in promoting the Australian

Federation. Syme was modest about his work and refused a knighthood from the King.

'The Age' had a circulation higher than any other in Australia, rising from 15,000 a day in 1868 to more than 120,000 a day in 1874 and continues to be a respected publication with a wide circulation in Melbourne and Victoria. Syme resided in Blythswood, Studley Park Road, Kew in Melbourne where he died in 1908. The Syme family continued to manage The Age' until it became a public company in 1948.

William Kesson was Burgh schoolmaster from 1804-1821. The schoolhouse for the landward children was situated near the crest of Heugh Brae, beside what is now the entrance to 'Sea Breezes'. In 1849, John Steel was appointed Parish Schoolmaster with Miss Janet Flett as his assistant. He was also the Parish Registrar and his fine hand writing can be seen on many of the old town documents. John M. Davidson was the teacher and his wife Rose Davidson was mistress of the Infants' School in the same

building. The Burgh School taught reading, writing and arithmetic as primary subjects and in the second grade other subjects were added such as latin, geography, book-keeping and navigation. Later William Calder was appointed Burgh School master and

Parish Registrar as well as secretary of the Penny Savings Bank, instituted in 1860. Over 70 children attended the Burgh School in 1870 paid for by the Town Council for families too poor to afford schooling. Following the Education (Scotland) Act in 1872,

education became compulsory for all children between the ages of five and twelve. That year Sir Hew Hamilton-Dalrymple, 6th Baronet (1814-1887), became chairman of the School Board in North Berwick.

In 1867, the mistress at the private school in Kays Wynd (Law Brae) was Marion Dobbie. The subscription school at Halfland Barns built in 1704 was under the supervision of John Lamb since 1840 and by 1877 had 42 pupils. There were also two seminaries for

young ladies organised by Miss Stiff at Wesdon House, West Links and Miss Boyd in Viewforth. There was also a boarding establishment for young gentlemen supervised by Rev David McCalman at Turpie, (Murray House) West Bay Road.

The Town Council continued to rent out the Burgh School Room to private teachers including Miss Edwards (1873) and Miss Fraser (1875) who applied to rent the School Room on Saturday evening for the Young Men’s Literary Association. The Council agreed with her request as long as she paid for the gas and breakages.

A purpose-built public school was opened in 1876, on the site of John Neillan's cooperage, known as 'Coopers Well' off East Road and William Calder was appointed head teacher. He was succeeded by George (Tom) Tait who retained the position of head master for over 43 years. In memory of the former headmaster the 'Calder Dux Medal' was instituted and awarded to the leading pupil. The teachers included Mary Finlay, George Philip, Harper McKenzie, Helen Duncan, Miss Watt, and Agnes Forrett. The school sports day was held on a field at Haugh Park where today the first and eighteenth fairways are laid out on the Glen golf course. Among the pupils educated at this school were US Open Golf Champions Willie Anderson (1901, 1903, 1904. 1905), and Fred MacLeod (1908). Daniel Kenny was Canadian Golf Champion in 1910.

In 1885, the Scottish Office was created with responsibility for education and in August 1893 the School Board suggested the new school should be built on the railway embankment above the Gas Works (Craigleith View), but the Town Council suggested

that site was not suitable. When the proposal to build a new school for higher education was originally mooted by the Burgh School Board, opinion within the community was divided as to it's ultimate success.The Board suggested that the fees should be such, that

the working class could afford to give their children an education beyond the elementary instruction at the Public School. In 1895 the Board appointed Mr Glover as the rector and in September the new High School in Law Road was officially opened by Sir Walter

Hamilton-Dalrymple.

Pupils attended the public school until the age of 11 and on passing a qualifying examination would enter the High School, while the others would remain at the Public School. The new building (Community Centre in Law Road) cost £2,500 and accommodated 128 pupils in four teaching rooms, a library and gymnasium. The pupils walked to the playing fields and sports pavilion situated in Grange Road. During the First World War the Abbey Church minister, Rev. Robert Small acted as rector of the High School.

The school has the distinction of producing two Moderators of the General Assembly. Nevile Davidson, the son of the Blackadder Church minister and four years later Leonard Small, the son of the Abbey Church minister. At this time less than one fifth of

university students came from a working class home.

A new High School built on the Mains Farm in Grange Road, opened in 1940 with J. T. Brown as rector. The population increase during the 1950s and the leaving age being increased to 15, an extension was required and in 1962 new science laboratories,

technical department, art facilities and extra gymnasium provided. A further extension was completed in 1998 to accommodate 2,000 pupils. The Law Primary School was constructed in 1974 at a cost of £347,000 and opened in April the following year by Provost John Macnair.

In 1945, Carlekemp was converted into a Priory School under the supervision of the Friars from Fort Augustus Abbey. Father Oswald Eaves and his staff dressed in traditional brown habits taught many well known pupils including the Duke of Hamilton, Earl of Haddington, George Hope of Luffness and in 1975 Cameron Mitchell (film director).

From 1950 the school entertained many international rugby teams staying at the Marine Hotel and practised on the Priory School rugby pitches laid out on ground now occupied by Nos.6 -12 Strathearn Road. On one occasion Cliff Morgan presented the school with

his jersey. Many of the teams took part in a question and answer forum at North Berwick High School including Dickie Jeeps with members of the English team and in January 1961, John Gainsford and the famous Springbok visited. The Priory School closed in 1977 and was converted into apartments.

The most famous person connected with the Scottish trade in Flanders was Anselm Adornes, governor of the Scottish privileges in Bruges. He became ambassador of James III to the Low Countries, but when King James got into trouble with his nobles, Adornes took the flak and was murdered near North Berwick in 1483. Fortunately trade with Europe continued and during the 16th century, Veere in Flanders became its centre after the river to Bruges silted up. The port of Leith dominated the Scottish trade and the

merchants of Edinburgh became very wealthy.

Farming came to East Lothian during the period from 1050 to 1250 through Northern Europe where the monks helped train local communities in agricultural skills. The district climate favoured arable farming which flourished until the 17th century when land

was devastated during the wars with the English. In the 1690s there had been five years of famine when two Scots in every ten died of hunger. The parliament was weak and the customs and excise system notoriously corrupt. Scotland's only manufactured export was

linen. The Act of Union in 1707 opened up access to markets in England but the only beneficiaries were the landlords who profited from free export of grain and cattle.

Within ten years of the Union, Scottish grain exported to England had increased to unprecedented levels. But these successes produced much suffering for ordinary Scots as grain and beef supplies either ran out in Scottish markets or prices rose dramatically. In the winter of 1719, the markets along the east coast of Scotland were looking empty and ordinary people feared there would be a return to the famine. This led to enormous unrest and great bitterness among the Scots with riots, seizures of grain, burning of ricks and sabotage of landlords water supplies. Gradually the situation stabilised and during the Napoleonic wars there was more land under the plough than at any other time in history.

The Prioress at North Berwick Abbey was also the owner of the tidal island where the ruins of the Auld Kirk of St Andrew are situated. Two walls from the original Romanesque church can still be seen, made up of small stones and constructed facing east to west, typical of the Celtic churches of the period. In the 13th century the church was substantially enlarged with a bell-tower added. The Auld Kirk and graveyard extended to a considerable distance eastwards but the sea gradually nibbled it away until a violent storm in 1656 reduced the buildings to ruins.

During the excavation of the Auld Kirk Green in 1951 an upright slab bearing a cross on both sides was discovered which may have been a marker to indicate the church's right of sanctuary. This was important to protect those fleeing their pursuers till the due

process of law could be brought into effect.

For many years the Auld Kirk was used by pilgrims on their journey to St Andrews, but by the 16th century the public belief in pilgrimages had declined due to the pressures of the Reformation throughout Europe and by 1692 there were no ferries at North

Berwick. The last Prioress before the reformation was Margaret Home in 1578.

The Auld Kirk remained in the patronage of the nuns until the Reformation and was acquired with all their possessions in the 17th century by Lord President Dalrymple in the hands of whose lineal descendants it remained until the Act of the Abolition of Patronage came into operation at 1st January 1875. The Auld Kirk Green was an island until the end of the 18th century when the road to the harbour was made up

In February 2000, during the construction of the Seabird Centre over 30 skeletons were discovered on the site of the Auld Kirk graveyard. The skeletons ranged from a new born to an elderly woman and were in a remarkable state of preservation, the oldest is thought to date back to the 7th century. The density of the burials with the coffins laid inches above each other and intercutting made it a complex archaeological project.

The unearthed graves, sited on the eastern portion of the old graveyard date from mediaeval times. It was not until the 17th century that the church authorities insisted that all future burials should be on the north side, as interments on the east and south were exposed to storm damage and ground erosion. The last burial at the Auld Kirk was between 1649-1656 when the church fell into ruin.

The Douglas and Lauder families are believed to be buried at the Auld Kirk. In a vault in 1788, a stone coffin was found containing a metallic seal with the legend 'Sigillum Williehmi de Douglas' marking the grave of Lord Douglas who lived about the

year 1353. A large flat stone lying in the centre of the green enclosed by the Kirk buildings is said to mark the burying place of Lauder of the Bass. The skeleton on the left is over 500 years old.

THE WITCHES COVEN

During the 16th century there was reputedly a witches coven practising in the town and a well publicised trial of the North Berwick Witches took place in 1595. Accused of conspiring to do damage to King, James VI during his voyage from Denmark with his

new bride. Their ship was caught in a terrible tempest and although the royal couple escaped, the storm was later blamed on a group of witches who met in North Berwick.

The town's connection with the plot to shipwreck the king seems to have begun with a poor maidservant from Tranent, Gelie Duncan. Employed in the house of a wealthy local man, Chamberlain David Seton. Gelie Duncan had an exceptional gift for healing and

comforting the sick. In an atmosphere of fear and misgiving it was not long before her skills aroused suspicion and fearing that she possessed supernatural powers, her master put her to torture, using the 'pinniewinks' thumbscrews, designed to extract quick

confessions from suspects. When Gelie Duncan kept her silence, Seton had her body examined for marks of the devil, a popular method of identifying witches. As the devil's signs were identified on her throat, she confessed and was thrown into prison.

Under torture and interrogation, Gelie Duncan claimed that she was one of 200 witches, who at the behest of the Earl of Bothwell, one of James's greatest enemies, had tried to overshadow the king. Some of their most extraordinary plotting she said took place

in North Berwick. At Hallowe'en in 1590, Gelie Duncan revealed, the witches sailed to North Berwick and gathered at the Kirk. On a dark and stormy night the devil appeared to them in the church. Surrounded by black candles dripping wax, he had preached them a

sermon from the pulpit. While in the churchyard, Gelie Duncan played a Jew's harp and the throng danced wildly, singing all the while.

The king had everyone named by Gelie brought before him. Among those put to death were Agnes Sampson from Humbie and John Fian, a Prestonpans schoolmaster. Both were 'convicted of divers pyntis of witchcraft and brynt'. Historians dismiss the witchcraft at the Auld Kirk as a myth, the story being tortured out of poor servant girl Gelie Duncan and in the end she was burnt as a witch on Castle Hill, near what is now the castle esplanade in Edinburgh.

Research suggests that the trials were brought about by the efforts of the minister of Haddington, James Carmichael, working in consort with James VI and David Seton of Tranent. Basically, it was a royal and clerical outrage that was committed against

ordinary people, which furthered their own political and clerical ends. There had been witch hunts before these trials, but they had the effect of unleashing a national terror that lasted until the repeal of Witchcraft Act in 1735.

The victims were tortured in the most terrible ways until they said what their inquisitors desired. Bothwell was the one they implicated, not as the devil, but as one who attended their 'conventions'. This happened at a time when Elizabeth of England had asked James VI to deal with Bothwell, only a few years after she had his mother executed. Bothwell stood trial in 1593 and was found not guilty. There were no conventions, pacts with the devil, or witchcraft practises, just ordinary people trying to survive in an age of unbelievable horror - caused by the kirk and crown.

In 1650, six women were brought before the congregation of the St Andrews Old Kirk on the Anchor Green for practicing witchcraft in the ruins of Tantallon Castle. According to the Kirk Session Book the women were listed as Agnes Lumsden, Elspeth Thomson,

Marion Patterson, Helen Nicolsone, Margaret Yule and Alison Hale. In April 1650 they faced the congregation, and listen to the ranting of the minister William Walker against them and their sins. Due contrition was shown by the penitents as they fell to

their knees at the feet of the minister and prayed for atonement for their misdemeanors and after a suitable number of humiliating appearances, they were forgiven. It has been suggested that this may have inspired Robert Burns to write Tam O' Shanter.

HARBOUR AND FISHING

Where the harbour now stands was originally a tidal island which encompassed the ground of the Auld Kirk and graveyard, this gave way to a sandy cove where the esplanade is now sited. The island was twice the size it is today, quarrying of the red leck reduced its size dramatically. The harbour originally took the form of a breakwater built along the crown of a ridge leading from the Plattcock Rocks. The breakwater ended about eighty feet short of the present harbour entrance and consisted of boulders and large rough blocks. It's outer face was constructed of irregular dry-stone masonry secured with wooden wedges (picture below), similar to the original East Pier at Dunbar, which was dated in the sixth century. The earliest mention of a port at North Berwick was in a charter of 1177. In ancient times there were guest-houses built by the Lauder family to accommodate the pilgrims crossing to Elie. The site of the hostels are now occupied by the granaries constructed on reclaimed land. The island remained tidal until 1799.

That year a man from the town was press ganged into His Majesty's Navy and the community had to raise &pound;25 to secure his release. The Town Magistrates instructed the man to go about the town warning the fishermen and seamen of the Naval Impressment.

Herring fishing was first minuted in August 1809 when the Town Council applied to the Trustees of the Fisheries for funding to fish for herring. The Council was concerned the herring would be fished by boats from the north side of the Forth and they would land their catch at North Berwick harbour.

The present harbour is the result of many alterations, mainly due to reconstruction following storm-damage. In June 1593 the Town Council requested support from the Convention of Burghs to repair the harbour and this was the first of many appeals for assistance. The north east quay covered during the construction of the former swimming pool was first mentioned in the Burgh Accounts in 1726, with a reference to a sluice used to wash the silt out of the harbour. The south east wall was built in 1788 and the south west transverse pier, at the outer end of the harbour was constructed in 1803 by John and James Grieve, masons in North Berwick.

Following the storm-damage in 1811 the south west pier was relaid and the original breakwater extended, forming a new pier head at the entrance, the top of which was reached by a stair. John Boyd, a shipmaster of North Berwick was appointed an Honorary Burgess and Freeman of the Burgh in 1786. The following year he was asked by the Council to recommend a number of men as pilots. He listed Peter Marr, Peter Marr Jnr. Henry Jackson, Matthew Jackson, Alexander Comb, John Smith, Robert Murray, Robert Murray Jnr., and James Kelly. They were provided with a badge with the name of the burgh and dated. In October 1876 the pilots were licensed by the Town Council for the first time.

A crane for the boom at the mouth of the harbour was installed by Andrew Walker (wright) in June 1780 costing &pound;10 sterling. In 1786, Robert Bertram (Brewer) purchased ground to the south of the granary on the lower quay. The Magistrates appointed Francis Buchanan as the first Shore Master in August 1808 when regulations for all ship masters was drawn up and printed. The deepening of the harbour was carried out in 1804 by Messrs Grieves and Thomas Bamber of North Berwick and again in 1862 by J. Young of Sutherland. Cut-back rock-faces can be seen under the quays where encroaching rocks had to be removed, when the harbour was deepened.

Repairs to the harbour was a burden on the Council and to raise the finance required they proposed to sell off the island of Craigleith. On 17th September 1814 a disposition had been executed in favour of Sir Hew Hamilton-Dalrymple who agreed to pay &pound;400

for the Craig, by yearly instalments of &pound;100. Originally it had been intended to dispose of the island by lottery, but this was found to be illegal. To improve the entrance, the Northern Lighthouse Commissioners placed a light on the north pier head which was not turned on during May, June and July. To cover the expense each herring boat paid 10/-, and visiting boats paid 1 penny everytime they passed the light. The Board also place a buoy on the Maiden Rocks in March 1861.

During the deepening of the harbour in 1862, a serious disturbance occurred on a Saturday night, which was pay-day, when a number of the labourers employed in the works got exceedingly noisy leading to riotous behaviour. Police constable McMillan was called tothe harbour and cautioned the men on their behaviour, which resulted in one of the Irishmen directing a knock down blow to McMillan. On seeing this, Alex Russell one of the local fishermen ran forward to assist the policeman but the navvies served Russell in the same manner as McMillan.

This proved too much for the other fishermen who had gathered and they rushed forward, resulting in hand to hand fighting. Shortly afterwards one of the Irishmen named Dailly was identified as the man who had struck the policeman and was captured and lodged in

jail. On Monday at the Burgh Court, James Dall the Chief Magistrate convicted Dailly and sentenced him to pay a fine of &pound;2 or 30 days imprisonment. His comrades paid the fine.

In 1832 there were nine vessels belonging to the harbour and four were engaged in foreign trade. In previous years there had been a decrease in the export of grain and lime but an increase in turnips and potatoes chiefly to Newcastle and London markets. There

were no foreign vessels trading in North Berwick during this period. The import of rape, oil cake, and crushed bones for manure was increasing, while coal for the town and neighbourhood came by sea. Four large vessels had been added to the harbour since 1829.

In 1834 the fishing boats at Canty Bay paid no anchorage fee and the Town Council decided to bring them in line with North Berwick harbour and charge one guinea annually. In 1836 the Town Council levied James Strong, a Merchant of Leith, a fee of one guinea for keeping a box in the harbour for storing his lobsters. James Strong & Company, 5 Haddington Place, Leith employed all the fishermen who caught lobsters at North Berwick.

In 1840, lobster fishing was carried out by two men in each boat, dressed in canvas frocks with sheepskin trousers and coarse gloves. To catch the lobster they used a strong hoop about sixty inches in circumference, suspended from a nine-fathom buoy rope.

A small conical net with a three inch mesh was fixed round the lower part of the hoop. Each boat would carry up to twenty-four such nets. The bait generally consists of cod, skate or flounder.

Associated with the harbour was a coopers yard where boats were repaired or laid up. This was approached by way of a slip in the harbour's east corner near the burgh stable yard which was also used to stable the local constabulary horses. Two warehouses were

built on the quay side, the present buildings occupied by East Lothian Yacht Club and the Harbour Terrace with their original outside staircases. These buildings were used for the storage of grain, wool and potatoes for export. Later they also accommodated

a number of fishing families who had migrated from Buckhaven. Coal was transported to the town by boat from Bo'ness, the Fife coast and Newcastle with the coalyard situated on the site of the former Sun Parlour. In 1839 it cost 14/- a ton for Scotch Great

Coal or 17/- a ton for English. Coal was very expensive and a great burden on the poor family.

The original level of the road leading to the harbour can be seen below the railings at 19-29 Victoria Road. This property incorporating Lower Quay was constructed in 1868 by Keddie & Herriot whose joiners yard was situated at the back of the Quadrant. At that time John Herriot was a Town Councillor and the row of cottages were known as Herriot Place. The outside staircases remain but the coal cellars underneath were removed when the road was raised and the building on the south end added. The Fisherman's Hall

was built in 1883 and the Coastguard Semaphore lookout post on the Platcock Rocks was constructed in 1889.

Following a drowning accident in 1889 Sir Walter Hamilton-Dalrymple initiated a subscription for a memorial cross to be erected on Anchor Green. The red granite Celtic Cross, with the inscription ' Erected in memory of Catherine Watson of Glasgow, aged 19 who drowned in the East Bay, 27th July 1889 while rescuing a drowning boy. The child was saved, the brave girl was taken.' The memorial was designed by S. McGlashen in 1890 and crafted by Catherine Watson's fellow students at Glasgow School of Art and surround by a decorative metal railing. Sir Walter suggested a bye-law should be passed to remove the unsightly clothes lines on the Anchor Green, no nets drying, line baiting or boats or fishing gear from 10am-8pm from May to October 1890. Sir Walter gifted the Old Rocket House to the Town Council to be used as a mortuary in 1895.

In 1886 Police Sergeant Scott was appointed assistant Procurator Fiscal to James Wilson at the Burgh Court. During the period Nov.1886-May 1887 he dealt with 20 persons, and 16 complaints and from May 1887 – Nov 1887, he dealt with 40 prisoners, 38 complaints and his railway fare amounted to 1/6d. The total account submitted to the Town Council for his work in the Burgh Court amounted to £6-10s-9d. In the 18th century all fishing boats in Scotland were built as clinker, or clench design with the deck positioned about three feet below the lowest point of the gunwale. As the hull planks, or strakes reached from the bow to stern in one piece, the length of the boat was entirely governed by the length of the wooden strakes available, which rarely exceeded 34 feet. The boats had to be light and small enough to be hauled to beyond the high water mark at night.

The most popular timber for the construction of the boats was 'She' Oak because it was thought to be lucky. A 'she' oak is a type of oak tree where the female flowers grow in greater abundance than the male. Other woods such as Aspen were never used because

they were thought to be unlucky. The use of the 'she' oak gave rise to the habit of calling the boats 'she' and according to folklore the reason why fishermen were reluctant to allow women on board a working vessel was because they thought the boat might

get jealous.

By 1848 the design had improved with a series of closely spaced timber frames on which the strakes were fastened, and this method of construction dispensed with the need for each strake to extend from bow to stern in one continuous plank. Three boat designs

assumed prominence on the east coast during this period, the Scaffie used along the Moray Firth and the Fifie preferred by the fishermen on the Firth of Forth. The third design was given the nickname of 'Zulu' as the first boat was launched during the Zulu

Wars of the 1880s. The Fifie was the biggest herring lugger at over 70 feet and weighing sixty tons it could reach speeds of over ten knots and with it's twin mast and dripping lug sails it was a formidable vessels. When it was designed, the Fifie was so big her development was only possible with the introduction of new steam technology to hoist the huge sails and pull in the driftnets filled with ten tons of herring.

The Town Council set their annual rates or stent to cover their expenditure. This tax on land and property also included boats in the Royal Burgh and Westgate, assessed and collected by the Stent Master. In 1854 the tax on the fishermen was - Within the Burgh

£9: In Westgate £1-19-6d; Beyond the Royalty £1-5-6d.

In September 1854 a public subscription was started to provide a Barometer to be placed on the Anchor Green where the memorial cross now stands. In 1880 the barometer was beyond repair and a second barometer was placed in the Lifeboat House. In 1862 Robert Thomson petitioned the Town Council for permission to erect a boiler in the building on the north end of the Burgh School for cleaning fishing nets. The Council approved the request also called 'Barking Copper' as birch bark was added to kill the bacteria.

As the nineteenth century progressed herring became an important food for the whole of Britain and the government offered a financial incentive to any Scottish fisherman building a boat over sixty feet. The vessel required a crew of five and was able to

sail 200 miles in a single day. The herring was fished with drift nets that hang down from cork floats on the surface. By the late nineteenth century the fishermen were using cotton nets which were much lighter than hemp, its predecessor. The Reaper had a lower

cabin with a coal fired stove for drying the wet clothes and cooking the meals. From about 1890 until the introduction of steam and later petrol powered engines, the Fifie and the half-decked Zulu were the Rolls Royce of deep-sea sailing drifters.

The herring spawn in the Baltic each year and as the gulf stream warms up the waters in the north of Scotland, the plankton rises allowing the herring to feed off Lerwick. The herring fishing starts in June and by September the herring were caught off Yarmouth. In October and November the herring return to the Baltic and the large Fifie luggers were laid up and the smaller scaffie smacks used for line-fishing are brought into service.

In 1839 the Council was requested to approve the formation of a Fishing Company and to allow the fishermen to dry their nets on the Toun Common. The Company also requested an area on the south west corner of the west quay to clean their fish which was approved on the payment of 6d annually. In 1841 the Town Council applied to the Royal Institute of Fisheries for funding a new harbour to be built at the Bay of Green, near the Leithes. Although the Board agreed they replied that the number of requests for funding meant this project would take years to come to fruition. The same year Robert Walker applied to the Town Council for permission to have a lobster fold in the Leck Rocks.

In 1888 there were 90 men and boys working 30 fishing boats at North Berwick and by the turn of the century Canty Bay had its own small fishing community with 31 people working on six fishing boats. The deep-sea fishing was chiefly carried out from fifty to one hundred miles east of the Bass, where cod, ling, turbot, halibut and skate were caught.

In the 1840s John Neillans cooperage was situated on the site of the present Museum and Library in School Road. Along with his sons John, Robert and Thomas they made thousands of barrels for the herring fishing. John Neillans, the son of a fishmonger was born in North Berwick in 1786. Using a bow saw to cut the round top, base, and staves. They would open the joints with a flaggering iron, insert river reeds and fill the holes with a putty made from herring oil and whitening. Barrel making was an important part of the fishing industry. Before refrigerating, ice was scarce and expensive and the only way to preserve the herring was in a barrel cured with brine. In 1852 his son Robert Neillans was a cooper and fish curer while Thomas Neillans continued the business on the site behind the coastguard cottages known as 'Cooper's Well'. Washing herring barrels in the street was banned in 1856. The following year the Water Company piped water to the harbour for the first time.

At the Public Roup in 1858, 12 herring curing stances were auctioned and the successful bidders were John Jamieson, (Edinburgh); James Aitken (Fisherrow); John Downie (Fisherrow); Peter Cowe (Berwick-upon-Tweed); William Sinclair (Leith); McDonald (Berwick-upon-Tweed); George McLaren (Fishmonger, North Berwick); Thomas Eason (Fishmonger, North Berwick); William Manderson (Fishmerchant, North Berwick); Mr Gourlay (Cockenzie); James Methven (Leith); Anderson (Grocer North Berwick). The Harbour Master was William Noel and he was followed by William McLaren in 1861. Sir Hew Hamilton-Dalrymple wrote to the Town Council in April 1885 regarding the harbour master Alex Campbell being drunk and uncivil to his yacht captain. Campbell resigned in August 1885 and the position of harbour master was advertised on handbills distributed throughout the town. There were six applicants and James Marr was appointed Harbour Master in August 1885. In 1930 James 'Daddy' Marr (1835-1933) was the oldest Harbour Master in the British Isles still working at the age of ninety five years. Also in 1885 Mr.Sedgwick Chief Coastguard was instructed to supply life bouys, one on the east bay, one at the harbour and a third on the west bay.

In 1862, 42 North Berwick fishermen signed a petition requesting the Town Council to write to the Fishery Board to stop trawling being carried out along the coast. In 1863, the herring fishing was carried out around the Craigleith but the herring suddenly disappeared around 1874 and were seldom seen west of the Bass. When the herring was abundant off North Berwick, a typical evenings fishing could yield an average of four or five crans, some boats landed nine or ten and one boat nearly twenty cran, which stood as a record for a number of years. The prices in 1860 varied from 26 to 31 shillings per cran. The biggest haul was taken from 10th to the 18th August. At the height of the herring fishing 7000 barrels were obtained in one week, the ordinary take was about 12,000 barrels in a season and the boats came from Fife and the South.

The women got up early to gather the mussels for baiting the fishing lines which could take four hours. The line had a thousand hooks and each boat had two lines. When the boats returned the wives were often assisted by single woman from other areas to gut

and box the herring. The knife was so sharp they would wrap their fingers in sacking for protection.

Most of the fishermen were in the employment of fish curers and merchants, such as John Jamieson, William Manderson, and Alex Henderson from Anstruther to whom they had to sell all the fish they caught at a stipulated price. The fish were then sent by rail to London, Leeds, Birmingham, and Manchester. The fish merchants in North Berwick being close to the railway line could command better prices for their herring than other areas not connected. In 1866 the prices could reach the high level of 30/- to

50/- per cran (1 cran=3.5 cwt), while on the Caithness coast, still unserved by railway, herring of the same quality could realise only 5/- to 20/- per cran during the same season. In former times the fishermen's wives and daughters travelled through the countryside

to sell their fish.

The inshore fishing yielded haddock, whiting, flounders, sole and brill. The herring fishing was carried out entirely by drift-nets, the other fish were caught by lines, except that trawling was practised for sole and brill. Lobsters and crabs were caught by means of creels and shrimps were gathered along the shore in summer. Oysters were found near the Bass but they were dredged with difficulty.

Cod, mackerel, salmon, and trout were occasionally caught in the herring-nets and sometimes porpoises and even sharks. The dog-fish, part of the shark family, was regarded by the fishermen as their greatest enemy, because it not only destroys the fish

but often damages their fishing gear. Bait was obtained with difficulty near North Berwick. Mussels were not found in abundance until nearer Aberlady Bay. At North Berwick the live mussels were put till required in compartments made by loosely building up large stones against the inner wall of the harbour, thus preventing them from being scattered and lost through their own movements and tidal action.

The fishermen started work about five o'clock in the evening, and continued until sunrise. They could cover up to twelve miles in a night setting the nets in many different places. On some occasions, in favourable weather they could catch six or seven dozen in a night. When the lobsters were laid in the boat, their claws were tied with cord and great care was taken to keep them away from bilge-water, rain or the sun, which would destroy them in a few hours.

The night's fishing was deposited in large bags which remained in the sea until carried off once a week by a fish merchant or agent. In 1846, the fishermen were paid three-and-a-half pence for each lobster, anything under eight inches was counted as half price as well as those minus a claw. The agent placed the lobsters in boxes secured under the sea until they were up lifted by them London smacks which were specially built for that purpose.

In a 'Guide To North Berwick' published in 1907 fishing was described as follows:- The fish generally caught about North Berwick are haddock, codlings, whiting and flounders. When herring are in the Firth, mackerel are more or less abundant; and as the season

advances saithe and pollack take a large white fly readily enough in the evening. Mackerel is trolled for with a white lure of kid or of gurnet skin, or even with a phantom minnow or angel. Near Craigleith, with Fidra showing to the outside of the Lamb, is good

ground for haddock; while a hundred yards or so to the east of the Lamb, and somewhat inshore of it, flounders ought to be plentiful. By flounders is meant the common sand-dab, at its best in September.

East of the harbour there is also good ground for flounders, quite close inshore, on either side of that long disconnected ridge of black rock jutting out from the Rhodes Links,

known as the Leithies; and also in the bay between them and the Leck Moran. The best ground for the larger sized fish is off the Bass, which however is too dangerous a trip to make in a small rowing-boat. The baits commonly used are mussels, lobworms, and

sand-eels which can be readily procured from the boat-hirers or from the fisherman.

In 1831 a razor-backed whale was stranded to the west of the town. The news of its arrival spread like wild fire and great crowds came to visit it on the Sabbath. The town was completely inundated and the day was remembered as 'Whale Sunday'. The whale was ultimately purchased by Dr. Knox a lecturer at Edinburgh University and exhibited in the Industrial Museum (now in Chamber Street, Edinburgh). Again in March 1870 a shoal of whales were sighted between the Craigleith and the Bass, one was measured at 90 feet in length but fortunately they made it safely out of the Firth.

Smuggling was at its peak during the early 1800's as taxes were high to pay for the Napoleonic Wars. According to the North Berwick Statistical Account complied by Rev. Robert Balfour Graham, minister of St Andrews Kirk in 1839, a boat with eight coastguards was stationed at North Berwick in the 1820s to restrict the practice of smuggling.

One particular group of smugglers who were well acquainted with each other, worked the coast between Berwickshire and Cockenzie. They dealt mainly in French wines and brandy and legend has it that they supplied their contraband to many of the respectable

families in the district. Whisky was then scarcely known and the farmers and working class generally used malt liquors.

In putting down this trade armed skirmishes between the smugglers and Excise Officers sometimes took place. Before the widening of the main-road to Tyninghame, a hawthorn tree, locally called 'the ganger's tree', stood at the sharp bend beyond Whitekirk, where

the side-road to Loch-houses branches off. This marked the spot where two Officers were shot dead by smugglers they were endeavouring to arrest.

In August 1880 harbour pilots David Miller and Charles Marr were suspended following an incident with a steamboat full of visitors when the antics of the fishermen endangered the life of several excursionists. The Chief Magistrate endorsed their Parchment Certificate with their suspension as pilots for three months.

The first reference to a Customs Officer was Patrick Douglas, Captain of His Majesty's Customs House, Boat Station, North Berwick who was made an honorary burgess in June 1766. A Coastguard Station and Custom House was constructed on Anchor Green in 1857, North Berwick and the Board of Trade established a Rocket Brigade when twenty-two men volunteered to join. The new station linked with the Seacliff Station to the east and covered the coast westwards as far as Leith. Seacliff, in turn linked with Dunbar and so the whole southern approach to the Forth was covered from the shore.

The Coastguard Officers lived with their families in the Coastguard Cottages built in 1870 in Melbourne Road. All were ex-Royal Navy, mostly Petty Officers from England. Among the names were James Davidson (1841), Alexander Bruce (1841), Joseph Lindsay (1861), James McLean (1861), Patrick Hartnett (1881), Halbert Henderson (1881), John Sedgwick (1881), James Keys (1881), John Maheny (1881), James Forrester (1901) Henry Thorne (1901), Joseph Kenny (1901) and Captain Thomas Woodrow. In October 1884, Lieutenant Fletcher divisional officer of the Coastguard Service submitted plans for a new Rocket Cart House adjacent to the Coastguard Cottages.

The lifeboat crew and about two dozen launchers mustered on the firing of the signal gun sited near the Coastguard Station. The 'Rocketeers' as the members of the volunteer Rocket Brigade were known, operated a rescue rocket apparatus with a thin wire attached

which they fired over the stricken vessel. The line was then attached to a thicker rope which was used to pull the crew a shore. The apparatus was taken by horse and cart along the main road to the nearest access point to the vessel in trouble. This system was

partly thought up by George Miller MRPSE, General Practitioner from Dunbar and the apparatus was stored in their bothy in the Auld Kirk porch on the Anchor Green where the fireplace they used still remains. Captain Thomas Woodrow was the local agent for the Shipwrecked Fishermen and Mariners' Society at 4, Quality Street. The society was able to offer financial assistance to the widows, orphans and parents of fishermen and mariners lost at sea. It was custom for sailors to wear a gold earing, this was to pay for their burial if they perished at sea. The society also helped with the cost of boarding, clothing, returning shipwrecked seamen home and other persons cast destitute on the coast.

The 'puffer' more associated with the Clyde was also a common sight on the Firth of Forth, carrying cargo of eighty to one hundred tons up and down the east coast. They earned their name puffer from the noise the early steam engines made when their exhaust was released into the atmosphere with a load puffing noise. They stopped puffing when condensers were fitted but the name stuck. The closure of the Firth of Forth for security reasons during WW1 dealt a deathblow to the east coast trade. Commodities were moved by road and rail for the duration of the conflict and the 'puffers' were never seen again.

In March 1886, the Galloway Saloon Steam Packet Company applied to the Town Council to lease ground on the Platcock Rocks and construct a low water pier. The application was posted on the Parish Church door and printed hand bills circulated throughout the town. John Anderson & Son, fish merchants objected to the harmful interference the proposed landing would have on his salmon nets. The Architect and Civil Engineer was Belfrage & Carfrae, Edinburgh and the application was approved on a 21 year lease with a rent of &pound;5 annually. The agreement was witnessed by Thomas Sheils and John Kidd both clerks with Sorensen of Leith. All legal documents drawn up by the Town Council were by tradition witnessed by the local police constable James Anderson. The Magistrates also stipulated that no sailings were permitted on a Sunday and agreed with the applicant that only Galloway's steamboats were permitted to use the pier. The Magistrates also stipulated that no sailings were permitted on a Sunday and agreed with the applicant that only Galloway's steamboats were allowed to use the pier.

In June 1887, Robert Henderson the engineer for Mr. M.P. Galloway found the sand had shifted very materially since he made his first measurement and was now so scoured away as to be insufficient for the stability for the seaward end row of piles. In consequence of this he proposes to secure the piles by means of concrete 6 feet deep all over the area of the pier head which would be 2 feet above the water at low tide and strengthen the pier by bracing with diagonals between the piles.

The Civil Engineer R.C. Brebner & Co. was awarded the contract to construct the pier, but due to the difficulty in obtaining iron rails the start of the work was delayed until the following year. The timber work was carried out by Thomas Himsworth & Son, 103 High

Street, North Berwick. To celebrate the opening of the new pier in May 1888, Matthew Galloway invited the Magistrates and Town Councillors on a trip to Elie on the steamboat Stirling Castle. On 2nd August 1897, Police Inspector James Snowie reported to the

Town Council that the Galloway Steam Packet Company had landed passengers at North Berwick on a Sunday against the agreement. The Police Inspector reported that at 10.30am on Sunday 1st August the steamer Tantallon Castle landed 30 passengers east of the Platcock rocks and took-off 170 at the same place by means of small boats. On the return journey the steamer landed 170 passengers on Galloway’s Pier and took on 24 from the same place. The Town Council wrote to Mr. Galloway expressing their disapproval. He apologised and explained that the steamer was sailing to Berwick-Upon-Tweed and they had received a large number of requests from North Berwick to

join the special trip to Berwick. In 1925 the Stanley-Butler Steamship Company from Kirkcaldy offered to repair the pier and make it safe for public use if they were granted permission to land passengers.

Following the lifting of the Ministry of Defence constraints on the movement of shipping during WW1, Galloway struggled to increase the passenger numbers and in 1918 they decided not to renew the lease of the landing rights. In 1920 Matthew Galloway gifted the pier to the North Berwick Town Council. In 2014 the pier was refurbished by Anderson Construction Group Ltd based in Inverness. The project cost £488,288 and was funded by SEStran and East Lothian Council.

Hugh Kirkwood, a ship's wright from Govan was the original boat hirer in North Berwick. In July 1886 he asked the Town Council for permission to erect a sign-board on the new quay at the harbour. Kirkwood may have constructed his own fleet of rowing boats which he hired out on the West Bay. He complained to the Town Council that he paid 10/- harbour rates for each boat per year and his boats were only in the water for five months. Unfortunately the Council could not see their way to reduce his rates. In December 1886, the Rowing Pleasure Boats Hire Company as Hugh Kirkwood advertised his business requested permission to remove a section of leck rock on the West

Bay, situated 80 yards west of the west quay stairs. He also requested permission to make a wooden platform for the visitors to access the rowing boats. The Town Council granted permission as long as the work was carried out at his own expense and George Lumsden, Inspector of Works was instructed to supervise the works.

One of the many characters at the harbour was Jackie 'Oscar' Combe who was easily recognised as he stood up while rowing his fishing boat, a former life-boat from an ocean going liner. Born in North Berwick in 1912, Jackie rowed out to his creels at the Bass Rock every day. Originally his boat had an engine but one day he returned to the harbour with the leg of his trousers in tatters. Apparently his trousers caught in the drive shaft of the two stroke engine. The engine was promptly ditched and from that day Jackie stood up-right while rowing his boat with the strength of an ox. The Kelvin engine, known as the 'Fisherman's Friend' was developed in 1900 with a 6/8 petrol paraffin engine.

At the Burgh Magistrates Court on 14th October 1898 in front of Ballie Wilson, the following juveniles Robert Thomson, Walter Brown, James Ferguson, David Ferguson, George Thomson, David Grant, Thomas Stephenson were found guilty of 'Malicious Mischief' in breaking up an old boat at the harbour which belonged to George Stewart. They were each fined 5/- or 2 days in jail. Within a few years 'The Harbour Gang' had emigrated as professional golfers to America and Europe.

TIMES OF CHANGE

In April 1885, the Pharos, the Northern Lighthouse Commissioners supply vessel delivered furniture to Fidra lighthouse which was completed that year. The Commissioners requested permission from the Town Council to raise a Flag Staff on Kirkness Rocks (Plattcock Rocks) for signaling Fidra lighthouse. This was agreed at a rent of 5/- per annum.

By the early part of the twentieth century, the traditional line fishing had given way to more modern methods and the scene of women baiting the lines with mussels at the harbour had disappeared. Although the squared out holes in the rocks beyond the paddling pond in the East Bay, known as the 'drippin' pans', continued to be used for gathering salt and holding lobsters. The town was now supplied by water from the Thorter and Dunolly reservoirs situated above Garvald in the Lammermuirs with storage since 1881 of 179,298 gals at the Heugh Farm. There were a number of societies active in the town including the Freemason's, Foresters', Oddfellows and Good Templars'. The old tenement known as the 'Gunboat' was demolished to make way for the Ben Sayers golf club factory, on the site now occupied by the building at 15-21 Forth Street.

During the factory excavations a 14th century kiln, 25 feet high was unearthed. In earlier times this had been used to dry barley when the Dirleton Granary occupied this site.

In May 1896 the Town Council asked Sir Walter Hamilton-Dalrymple to provided land for a new burial ground suggesting the Old Abbey Park (Redcroft). Sir Walter refused permission as the sale of houses in that area would be effected. Another site was proposed on the west side of the road leading to Berwick Law this was abandoned in favour of a site in Tantallon Road and work started on the new cemetery in 1902.

In December 1904 the Burgh Surveyor, Robert Blackadder was instructed to remove the notice board on the beach prohibiting mixed bathing. That year the town hearse was independently financed by the Hearse Society and was used 34 times compared with 66 times the previous year, reflecting the health of the community. The gas company introduced a new street lighting system in 1905. The apparatus consisted of a little tank and bell which were actuated by extra pressure from the gasworks, forcing the bell to raise, opening the valve and allowing gas to press to the burner. The result being that lamps which extended over a wide area could be lighted within a few seconds of the increased pressure. By reducing the pressure at the works the valve was closed and the light extinguished. The gas company presented the Town Council with two decorative street lamps each with the Burgh coat of arms engraved on the glass. One lamp was erected at the foot of the stairs leading to the Council Chambers and the other outside the residence of the Provost, which for over 70 years was traditionally moved each time a new provost was elected.

In February 1912, R. Thompson & Co, Engineers in Leith applied to the Town Council for special terms for landing iron from the wreck of the steamer S.S.Bull, estimated at 400 tons. The Council refused to reduce the rates and charged the normal Harbour dues of £5. The collision between the S.S.Bull and the steam trawler Rosslyn of Leith happened on 6th December 1893, between Craigleith and the Lamb when S.S.Bull sank, no crew were lost.

During this period North Berwick experienced an amazing boom in property building - Marmion Road (1885), St. Margaret's Road (1899), Dirleton Avenue (1901), York Road (1902) and St. Baldred's Road (1907). Clifford Road was named after Alice Clifford, wife of the 8th Baronet, Sir Walter Hamilton-Dalrymple. This tradition of naming roads after the Baronet's wife continues to this day. Some of the finest buildings were designed by Sir Robert Lorimer from 1893 - 1910, The Grange-1893 (Lord Traynor, a High Court

judge); Teviotdale (originally named Greyholm)-1898 (J.C.Stewart); Marly Knowe-1902 (Professor Edward Schaefer an eminent physiologist) and Bunkershill-1904 (Robert Craig whose grandfather established a successful papermaking business in the early 19th century near Penicuik) his brother James Craig commissioned Carlekemp (architect John Kinross). Lorimer also designed the extension to Hyndford for Frank Tennant-1903, The Grange for Captain Harry Armitage-1904, Kings Knoll-1907, and was consulted on Westerdunes-1910. He designed the Porch of St Baldred's Church-1917 and the entrance to the Catholic Church. Lorimer used Rattlebags stone quarried at East Fenton and the finest craftsmen. St Anns in York Road, owned by the Dowager Countess of Camperdown was a typical residency built for the nobility. By the 1870s, St Anns was occupied by Lady Elizabeth Duncan, daughter of the first Earl of Camperdown, and grand-daughter of the celebrated Admiral Duncan, who in 1797 defeated the Dutch, under Admiral de Winter in the great naval battle of Camperdown in Holland and was on that account created Lord Duncan. In 1811, the Right Honourable Lord Viscount Duncan was the last to be admitted an ordinary burgess of North Berwick in right of his spouse Janet Dalrymple.

The former urinal in Law Road known as the ‘Maggie Bowie’, was officially opened on 17th February 1902 when the Provost and Councilors met at the convenience to inspect the work. They suggested a lamp should be placed outside with the word ‘ Gentlemen’ on coloured glass.

In May 1904 Sir Walter Hamilton-Dalrymple wrote to the Town Council complaining about the caddies playing golf on the ground east of the first tee. The area was covered in divot marks and holes cut by the caddies. The matter was raised by the Green Committee

which consisted of R. Grant-Suttie, B. Hall-Blyth, (North Berwick New Club), George Dalziel (Tantallon GC) F. Campbell (Bass Rock GC), and they decided rather than to forbid such behavior they should layout a short course for the caddies which became the west putting green.

In May 1909, J. Colin Campbell proprietor of the Royal Hotel submitted plans to the Town Council for a Motor Garage and Shops on the site of the old gas works in Station Hill which were approved. The Bass Rock Cycle and Motor Company which initially focused on selling bikes from their show room at 114 High Street. By 1909 the company moved to Station Hill and began to sell American cars such as the Belize, Cadillac and Enfield motors. The business was taken over by the Russell family after WW1 and they ran it until 1973. During WW2 the armed forces commandeered the garage for shooting practice. The back of the workshop was zoned off and used as a rifle range for practice. In 1973 the McMillan family, from Largs took over the business and in 2013 the garage was demolished to make way for the West Bay Apartments.

In March 1912, the Traders Association met with the Town Council to discuss the weekly half holiday under the new Employment Act. Representing the Traders was James Dickson (Licensed Grocer) and J. W. Campbell (Draper) who proposed that Thursday afternoon would be the half holiday, suspended during June, July, August, September.

The advent of rail transport resulted in the rapid expansion of agriculture in the area, despite a set-back in 1879 when shiploads of cheap American grain started to arrive in Britain. Also around this period a number of important innovations were taking place,

including the invention of the threshing drum by Meikle at Preston Mill which is used to this day in the latest combine harvesters, and the steam-plough introduced to the Lothians on Ferrygate farm. Agriculture was still dominated by the horse, and during the Spring it was not uncommon for the farm worker to walk for eleven straight weeks behind a pair of horses, pulling various implements. The ploughman's cottage with one outdoor pump to supply water for 6 or 8 families with no indoor or in some cases outdoor conveniences would not be modernised until the 1950s with electric light and a bathroom.

In June 1905, the North British Railway Company introduced a motor vehicle service from North Berwick to Aberlady, offering better access to the coastal villages. Two vehicles were built by the Mo-Car Syndicate in Paisley to operate the hourly service from the railway station at North Berwick. The vehicles were fitted with a three-cylinder Arrol-Johnston engine, the gear-box was by Renold with a silent side chain to the rear axle, giving four speeds forward and one reverse. The solid tyres were to prevent punctures,and the body work was in varnished walnut. The motor was of the charabanc type carrying 23 passengers, with accommodation for luggage and parcels under the seating compartment. On Saturday 10th June 1905, a trail run was made from Edinburgh to North Berwick, when the journey was completed in 1 hour 30 minutes. The service to Aberlady started the following Monday, with the fare from North Berwick to the three villages being fourpence each stage, the full journey to Aberlady costing one shilling.

In May 1912 the town raised £54 for the Titanic Disaster Fund. It was minuted that Col John Weir from North Berwick lost his life in the disaster and his body was never recovered. The Council passed on their condolence to his sister Mrs Hewitt, Ingleholm, Clifford Road, North Berwick.

At the outbreak of the WW1, Provost MacIntyre called a meeting of the Town Council on Thursday 6th August 1914 to launch the Belgium Relief Fund and to form a General Committee which included military personal living in the town such as Major-General Sir Hamilton Bower (The Cottage, 38 Dirleton Avenue), Major William Kirkpatrick (9 Dirleton Avenue), Captain Harry Armatage (The Grange), Sir William G. Braid (Leuchie), James Richardson (7 Tantallon Terrace) and Arthur Ramage (5 Marine Parade). The August swimming gala was abandoned due to the European War.

The recruitment policy during the Great War was to keep men from the same area together, this meant that casualties were usually specific to local recruiting areas. As 'Pals' fought together, more often then not they died together. This meant that local communities experienced collective mass grief rather than individual loss. An unlucky shell could wipe out a third of the adult male population of a small town. 152 of the towns men folk loosing their lives in active service. The War Memorials in every town and village are testament to the sacrifice made by rural society.

One of the most famous 'Pals' regiments was 'C' company of the 16th Royal Scots, known as 'McCrae's Battalion'. Raised by Colonel Sir George McCrae in November 1914 and among those who enlisted was the entire Heart of Midlothian football team. McCrae's

Battalion was blooded in the Battle of the Somme in 1916, losing three-quarters of their strength on the first day alone when seven Hearts players lost their lives and eleven others wounded or gassed. McCrea commanding the regiment was himself invalided

home. In time, the battalion recovered. It came of age at Arras, endured the muddy horror of Passchendaele, and held the line unbroken in the face of furious German attacks on the Lys in 1918.

Sir George McCrae who came from a poor background, clawed is way to become a pillar of the Edinburgh establishment and was elected Member of Parliament for East Edinburgh in 1899. He died in 1928 at his home at 9, Tantallon Terrace, North Berwick, aged 68 years.

Lieutenant Colonel George McCrae came from a poor background and clawed is way to become a pillar of the Edinburgh establishment and was elected Member of Parliament for East Edinburgh in 1899. He moved with his spinster daughter Glady's to 9 Tantallon Terrace, North Berwick where he died four years later, aged 68 years. His funeral was the largest ever witnessed in Scotland. Businesses closed, traffic suspended and the southside of Edinburgh came to a standstill with thousands of mourners lining the streets to the Grange Cemetery. The clock tower that stands at Haymarket in Edinburgh, (unveiled in 1920 to a crowd of 40,000) is dedicated to the players and supporters of Heart Of Midlothian FC who died serving in 'McCrae's Battalion'.

East Fortune was established in 1915 as a Royal Naval Air Station to combat the anticipated threat from Zeppelins. During WW1 airships flew from East Fortune to carry out fleet spotting and submarine hunting duties. From 1918 aircrews were trained on the

beach at Belhaven Sands in torpedo dropping techniques. This was pioneering work as the world's first torpedo dropping aeroplane that could operate from aircraft carriers (Sopwith T.I Cuckoo) was stationed at East Fortune. By the end of WW1, East Fortune was the largest military aerodrome in Scotland.<p>

In October 1912 a state of the art signaling station in connection with Rosyth Naval Base was erected in the vicinity of Seacliff Old Tower. The building which was of stone with black plaster dressing, consisted of a large sleeping room fitted with bunks on the

ground floor while on the first floor there was a watchroom. The roof was re-inforced concrete with a stone parapet wall all round and was equipped with an up-to-date semaphore. The large flagstaff was 50ft high and the building stood 250ft above the sea and could be seen from miles around.

In 1917, HMS Seacliff, was the landfall site of the easternmost line of detector loops that ran across the entrance to the Firth of Forth. The other line ran to the east of the May island and made landfall at Crail (RNAS Jackdaw). These 'detectors' were huge lines

of hydrophones laid in a series across the seabed to detect U-Boots entering the Firth. It must have been a skilled and intensive task, listening to underwater noise, as apparently the operatives only did two hours 'on watch' before being relieved. During the Second War this earlier detector system was replaced with two great induction loops laid across the Forth with the whole lot being controlled from HMS Isle of May. The passage of any submerged Kreigsmarine steel over the loops induced a measurable current that would then betray its presence. The landfall of the cables can still be seen at Kirk Haven in Fife.

The government rented houses for the duration of the conflict to accommodate the servicemen and one such was Carlekemp in Abbotsford Road which was used as an officers convalescent home. The name Carlekemp derives from the Celtic word for 'crooked knoll' on which it stands. In 1898 James Craig was owner of several paper mills along the Esk around Penicuik commissioned Edinburgh architect John Kinross

RSA to provide drawings for the manor house, but he lost out to Lorimer for the construction contract. John Craig's brother Robert Craig built Bunkershill, also on Abbotsford Road in 1904. On 21 November 1918 one young officer stationed at Carlekemp recalled seeing the long procession of the surrendering German Fleet, 74 warships steaming up the Forth, while in the foreground a leather booted horse

was drawing a mower over the fairways.

The airship R.34 lifted off from East Fortune to cross the Atlantic on 2nd July 1919 with a crew of 30, crossing the Nova Scotia coast in 59 hours. Then on to New York before the return journey taking 75 hours to become the first airship in history to

complete the double crossing of the Atlantic. The R.34 was constructed in William Beardmore's gigantic airship works at Inchinnan outside Glasgow, and transported to East Fortune. The wire used on the airship was supplied by Brunton Wire Works at Inveresk. The company established in 1902, originally produced piano wire and were pioneers in the development of wire used in the early biplanes.

In March 1919 the Town Council were in talks with Sir Walter Hamilton-Dalrymple regarding the purchase of the property known as the Beehive and Anchorage in Quality Street. The suggestion was that the Beehive was to be convered into the Burgh Surveyors Office with his accommodation above. The Anchorage was to be demolished to make way for a memorial garden. It was also suggested that a memorial to those killed in WW1 should be erected on Castlehill.

The 'Comrades of the Great War' requested that a hut be constructed east of the memorial garden parallel to the Vennel. This was approved by the Council to be used by ex-servicemen with the proviso that it would not be open on Sunday. King George V suggested on the anniversary of Armistice Day there should be a two minute silence after 11 o’clock forenoon and it was resolved by the Town Council to fix the two minutes following the striking of the St Andrews Parish Church clock and to ask Charles Bennet , a watchmaker at 80 High Street who was in charge of the clock, to see that it and the town clock were synchronized.

In one of the final acts of Provost’s MacIntyre’s tenure of office in January 1919, he recommended that Mrs. Isabella Lyon should be conferred Honorary Freedom of the Royal Burgh for her work as President of the Local Voluntary War Workers Organisation for the great work done locally throughout the War. Similarly Mrs. Lilian Whitelaw wife of James Braid Whitelaw of Kings Knoll for her work in the YMCA Hut in the Parish Church Hall comforting our soldiers stationed in North Berwick and the men both at East Fortune and West Fenton. They were also presented with a decorative Burgess Ticket in a metallic casket, the first female recipient of such a prodigious award. They were presented with their award at the Dinner organised by the Town Council for all returning soldiers from WW1.

Following the Great War the higher cost of living, increased Income Tax and Death Duties meant that the numbers of staff employed in the larger summer houses had to be scaled down and in some cases the mansions were sold.

THE WAR YEARS

With a regular bus service from Edinburgh and beyond, the town continued to attract families for their summer holidays. Hotels and Boarding Houses became common place along the seafront and Westerdunes House was converted into a hotel by Mr. De Menico. North Berwick as a tourist destination dates back to the 1850s when access to the town was made easier by the opening up of the railway line. During this period the number of visitors increased so dramatically that in 1871 the Town Council wrote to the Railway Company to request that the special cheap-day tickets be discontinued as the town was being over run by visitors, and there was inadequate accommodation available.

For the first time new businesses were being established in the town, catering entirely for the visitors, such as the letting of property, hiring bathing boxes and children's golf clubs. Alex Hutchison's two pleasure boats, St. Nicholas, and St. Baldred (later a third Britannia) sailed round the islands and a factory producing aerated water was established in Forth Street. It was also the practice during the summer months for many households to let out a room to visitors. The original Guest House was Mrs. Annie Abel's Tantallon House (4 West Bay Road ) and among the other boarding houses in 1871 were, Miss Smith at Parkend Villa; Mrs. Morgan, Rockville; Miss Elliot and Mrs. Hall in Quality Street and Mrs. J. Smith at 15, Shore Street. The Commercial Hotel

(County Hotel) and the Dalrymple Arms Hotel in Quality Street, were the only post houses.

By 1861, the Royal Hotel was constructed and in 1872 an extension to the south elevation was added, also a bowling green and cricket-ground (on the site now Craigleith View Apartments). The addition was run as a separate Private Hotel by Charles Johnston

and three years later he took over the lease of the Royal Hotel from the North British Railway Company and combined both into one establishment.

In 1875, the Marine Hotel designed by architect W. Beattie was built by J.& R. Whitecross, Shore Street, North Berwick at a cost of £20,000. At that time a new access road was also constructed (Cromwell Road). The speciality of the hotel was the salt and

fresh water baths, with a pipe laid from the sea conveying salt water into tanks. The fresh water was supplied from a well in the grounds, which were laid out with a bowling green and putting green designed by Ben Sayers. Following a fire in 1882, part of the

hotel was rebuilt to drawings by Mr. Pilkington. The Bradbury Hotel (1 York Road) was constructed in 1870 for Edward Bradbury; the Bass Rock Hotel at 6 York Road (Welbent) was opened in 1902 by Mary and Annie Maxwell, and Tantallon Hotel overlooking the EastLinks was opened in May 1908.

The Dalrymple Buildings (89-102 High Street) constructed in 1885, was originally designed as a hotel, but the developers went into liquidation before the site was completed. The ground floor shops remain from the original plans, but the upper floor was converted into the Temperance Hotel, which occupied the full length of the first floor. The entrance was by a stair in Balderstone Wynd, adjacent to what was the hotel kitchen and now the hairdresser's salon. The second and third floors of the

Dalrymple Buildings were apartments, accessed from two common stairs. The ground floor premises (now Simpson & Marwick) was originally Simpson Henderson's Public Bar and later the Temperance Cafe Room.

During the 1880s there was a movement against drinking, gambling and playing sport on a Sunday. The Temperance Movement was at the forefront of this crusade, which also included a group named the Good Templars who met in the Burgh School in Market Place and whose members pledged to abstain from alcohol, tobacco, gambling and strong language.

In 1906, almost every large property in North Berwick was let from June until September, including the servants quarters and stabling. George Sheil & Sons,104 High Street was the main letting agent and their 1908 catalogue listed over 250 properties for

let in the town. The families who rented the furnished houses sent their staff ahead with all the household requisites for the summer season. Trunks packed with china, crockery, bed linen, and clothes were then transported from the railway station by local carriers in their horse and cart to the various residences.

At this time motor vehicles were a luxury and daily excursions in a variety of horse drawn vehicles was the normal mode of transport. In 1909, a return trip to Tantallon Castle cost 4/6d and a request for a pair of horses was charged half-fare extra.

Half-an-hour waiting by the driver was free, but two hours waiting was included if the journey was over 10 miles. A return trip to Haddington cost 15 shillings. Later the well-to-do families had a motor vehicle which was garaged in North Berwick during the

winter months. James Gilbert and George Fowler rented out purpose-built lock-up space where the vehicles were stored. In 1926 the Town Council approved a license for storing petrol to the following businesses. Samuel Brown, High Street; George Fowler & Son, Balderstone Wynd and May Terrace; Bass Rock Cycle & Motor Company, 92 High Street; John Wightman, 23 High Street; James Cree, Tusculum; Mabon Cunningham, Dalrymple Arms Hotel and James Gilbert Old Abbey Road.

In 1924, a through sleeper service began from London to North Berwick. The sleeper car was detached from the 10.35 pm night express from Kings Cross at Drem and conveyed from there to North Berwick by the branch engine, returning in the evening to Drem.

A number of London sleepers continued to stop at Drem until 1980. This facility started in 1900 to accommodate local member of Parliament Arthur J. Balfour (Prime Minister 1902-05) who lived in the nearby village of Whittinghame. In 1926 North Berwick

station enjoyed the highest ever number of passengers, almost 94,000 and at Hogmanay that year three extra third class carriages were required to cope with the additional traffic to Edinburgh.

To ensure the safety of the train, every driver had to collect a token mounted on a circular steel frame. This was passed to the driver on the out going train by the signalman standing below the signal-box under the bridge leading to Ware Road. When the

train reached Drem the circular steel frame was then surrendered to the signalman and the single line to North Berwick was then free and safe for the next train. This safety procedure using a token was used on the line until the 1960s when it was replaced

by modern communications.

In 1928, the Town Council purchased the first motorised Fire Engine which was housed in a new building next to where the old fire unit was stored on a site east of the Bass Rock Garage in Station Hill. It's bell is now on display at the present fire station.

During the 1950s the call-out for the volunteer fire crew was the sounding of two Second World War sirens, situated at the old slaughter house in Dunbar Road and to the west in the grounds of the former Royal Hotel.

In November 1908, Miss Edington's legacy (Edington Cottage Hospital) was announced to the Town Council, by her solicitor C.E. Loudon W.S. 6, Rutland Square, Edinburgh. According to newspaper reports, she had directed her trustees to pay the Provost, Magistrates and Town Council the sum of &pound;10,000, free of legacy duty, in trust to erect and maintain a Convalescent Home to be called 'The Edington Convalescent Home' providing an accident ward and also a ward for sickness, non-infectious and not incurable, the latter to be kept expressly for inhabitants of the town and its environs. The donation was made in the names of Francis and Elizabeth Edington and the home was formally opened in October 1913 by Miss Webster a niece of Miss Edington.

Francis Edington (1819-1901) and his sister Elizabeth Edington (1831-1908) owned the Commercial Hotel (County Hotel) 15-17 High Street, North Berwick. In 1870 they added a second floor with dormer windows which afforded their guests an uninterrupted view

of the west bay. Francis Edington was Treasurer of the Royal Burgh of North Berwick Town Council and founder member of Bass Rock Golf Club. He died 24th August 1901 at his home Ethandune 7, Dirleton Avenue and was buried in the St Andrews Kirk graveyard in Kirk Ports. Elizabeth died 4th November 1908 and was laid to rest beside her brother marked with a headstone. Their portraits hang in the vestibule of the Edington Cottage Hospital.

William Ross Young from Perthshire was appointed Burgh Surveyor in 1906. He was a qualified Architect and Civil Engineer and prepared the drawings for the Edington Cottage Hospital in 1911. During this period most families were large in number and having ten or more children was not uncommon. The Edington became a place where mothers could go for a few days respite and was known locally as 'The Home For Tired Mothers'.

In March 1909, William Taylor on behalf of Dr. Barnardos organised a public meeting in the Oddfellows Hall, chaired by Provost MacIntyre to gauge the views of the community to establishing a Barnardos Home in the town.

Overcrowding in the community was a problem with one third of the population living three or more to a room. In 1920, the Scottish Electricity Board was connected to the National Grid, and mains electricity was supplied to every property, although 6% of those connected did not own an electrical appliance. The Board of Health encouraged more house building and in 1927 the Town Council set about developing the cottages in Lochbridge Road and three years later four blocks of houses in Glenburn Road. The Council also purchased the recreation park in 1927 and the single track bridge over the Glen Burn was considerably enlarged and Dunbar Road widened. The Lochbridge Toll House, one of last remaining road tax houses in Scotland was demolished in 1930.

Frank Tennant (1861-1942) lived in Hyndford House, 18 Fidra Road, North Berwick. His father was Sir Charles Tennant Bart, and the family originally came from Ayrshire where they were tenants of a farm near Ochiltree called Glenconner. The family fortune was

made on the back of a chemical empire devoted to the bleaching of fabric using a combination of chlorine and slacked lime. Sir Charles Tennant Bart. was an Industrialist, Liberal Politician, Chairman of the Union Bank of Scotland and a multi-millionaire

by the time he was 25, independently of his father. Sir Charles purchased Glen House in Innerleithen, Peeblesshire and began to fill the house with a collection of priceless furniture and paintings. Frank's sister Margot Tennant became the second wife of

Herbert Asquith (Prime Minister 1908-1916) and later took the title Countess of Oxford.

Sir Charles Tennant had three daughters from his second marriage. Nancy married Lord Crathorne, Peggy married Lord Wakehurst and Katherine married Major Walter Elliot, Minister of Agriculture. As youngsters the girls enjoyed the summer season in North Berwick. Katherine played golf and learned to swim in the outdoor bathing pond where in her words 'the caddies urged her off the diving board'. Sir Charles Tennant Bart. built Glenconner House at 28 Dirleton Avenue, North Berwick for his second wife, the widow of Major Geoffrey Lubbock. The coach house and gardener's cottage can still be seen in South Hamilton Road.

Their daughter Katherine was married in St Baldred's Church, North Berwick on Easter Monday 1934, watched by thousands of cheering holiday makers and the pictures were wired around the world. The wedding reception was provided by Frank Tennant in Hyndford House. Katherine became Baroness Elliott of Harwood and was bequeathed Glenconner where she spent many summers. Her sister Nancy and Lord Crathorne owned the property opposite at 49 Dirleton Avenue. Sir Charles Tennant's grandson Colin Tennant, Lord Glenconner purchased the tropical island of Mustique in the Caribbean which became a favourite holiday destination for Princess Margaret.

The Tennant family where at the centre of the aristocratic gatherings in North Berwick which included Prime Minister Arthur Balfour and his circle of friends, Herbert Asquith, Lord Wemyss, Lord Harwood and the rich and famous in North Berwick for the

summer season. Baroness Elliott was associated with Glenconner House until the 1970s.

Calling out a Doctor was expensive and giving birth in a Maternity Home was beyond the budget of most families, so the majority of babies were born at home. In 1921, 107 out of every 1,000 baby's died at birth and over 500 women died each year having an abortion.

In 1817, Robert Lewins was born in North Berwick, the son of a medical practitioner. Lewins qualified as a physician and made a special study of the brain, publishing two works on the subject. Listed in the Town Council accounts in November 1831 there is an

entry 'George Stewart, surgeon paid £5 for attending to the poor and supplying medicine.' The earliest registered surgeons and druggists in the town were John Kesson in the 1820s, John Watson for 16 years until his death in 1848 and Hugh MacBain (1862-1888).

MacBain lived in Marine Lodge, 21 Westgate and was a Town Councillor and an elder in the Blackadder Church. He published an article in the Edinburgh Medical Journal in 1877 on the successful treatment of coal gas poisoning by steam baths. Dr Hugh Gillies MacBain died in 1902.

John C. Hislop (1855-1868) was the general medical practitioner living in East Road. He was followed by Dr. John L. Crombie, who retained the position for 54 years. In the 1890s James Richardson, house surgeon at the Royal Infirmary Hospital lived at 7, Tantallon Terrace where his family still reside.

In September 1911 James Lyle of Edinburgh gifted to the Town Council a painting of a silhouette of Dr. John Wilson surgeon in North Berwick for sixteen years. Watson, born in Pittenweem, Fife in September 1808 moved to North Berwick where he was devoted to his profession. Dr. John Watson died in November 1848 and is buried in St Andrews Churchyard in North Berwick with a headstone erected by public subscription.

For many years Dr. Angus Mathieson practised medicine from his residence at 'Duntulm', 19, Westgate. During the 1930s Dr. Douglas Donald M.C. held his surgery at 'St Helens' 1, West End Place where he was later joined by Dr. John MacDonald and Dr. Derek

Morton. The other medical practice was at the 'Garve' in Beach Road where Dr. Alexander Mallace M.C. resided. He was joined by Dr.Mercer and following the foundation of the National Health Service in 1948, there was a marked improvement in the health of the community. When Dr. Mallace retired, Dr. John MacDonald moved into the 'Garve' forming a group medical practice with Dr. Derek Morton and Dr. Mercer. The first lady to practice medicine in the town was Dr. Jessie Eeles, the daughter of Provost George Eeles. With the population increase in the 1950s the surgery was enlarged and Dr. Jean Walinck joined the practice in 1958 and later Dr.Norman Waugh.

In January 1923, William Herries, the Burgh Officer retired after 14 years and the Town Council arranged to have his portrait painted by Charles MacGregor. He was followed as Burgh Officer by John Richardson. In 1924 the daughter of the Rev. Robert Balfour

Graham minister of St Andrew Church presented the Town Council with a portrait of North Berwick worthy Sandy Dunbar painted in 1841. Sandy resided in Clarty Burn (Law Road) where he died in September 1841 aged 90 years.

Catherine Blair founder of the Scottish Women's Rural Institute and the famous Mak'Merry Pottery, lived in North Berwick for many years. Born in Bathgate Catherine Shields was interested in women's issues and supported the Suffragette movement by writing letters to the Scottish Press. She married Thomas Blair, a farmer at Hoprig Mains Farm near Gladsmuir, East Lothian. In June 1917, Catherine started the first Scottish Branch of the Women's Rural Institute where the ladies could meet socially and make jam and cakes to raise funds.

The first meeting took place in Longniddry village hall when Lady Wemyss was installed as President. One of the first talks the SWRI organised was a demonstration on painting pottery and this inspired Catherine in 1919 to establish the Mak'Merry pottery studio in a

shed on her farm as a practical example of a co-operative rural enterprise. Her objective was income generation for poor and isolated rural women rather than leisure activities. The Institute members came from all over to design and paint the pottery while others would teach embroidery, rug-making and sell their work to enable them to keep going.

In 1932, Catherine and Tom retired to Seaworthy Cottage in North Berwick where a new Mak'Merry Studio was established. The pottery won prizes at many exhibitions and the Queen Mother ordered a crockery set at the 1933 Highland Show. Catherine died on 18th November 1946 at 1 Tantallon Terrace, North Berwick. Mak'Merry pottery remains highly collectable and is often featured on the BBC Antiques Roadshow.

During the 1930s, listening to gramophone records and the radio eased the pain of reality, the only escape for the working class was the cinema and by 1937 there were 114 cinema's in Glasgow alone. The Playhouse Cinema in North Berwick owned by Scott's

Empires later Caledonian Associated Cinemas was built in 1938 on the site of the Foresters' Hall (Tigh Mhor) in the High Street. During this period it was becoming more acceptable for girls to participate in sports. Scottish speed champions Ellen King and

Jean McDowall (both Olympic swimmers) were coached at North Berwick swimming pool at a time when a daily ticket cost six pence. Every swimmer of repute in the country appeared in exhibitions at the North Berwick pool, including regular visits from world

famous American divers.

During the 1920s parts of the Mains Farm was sold off by the farmer Dundas Thomson to the Town Council for house building. The town could not have expanded and developed without Thomson's assistance. He died in 1951, but his name lives on with 'Dundas Avenue' and 'Dundas Road'.

Dundas Thomson, born 1885 at New Monkland, Airdrie son of Robert Thomson agricultural labourer and his wife Jane. The family moved to East Lothian and became tenants on Chapel Farm. In 1919, the enterprising Dundas Thomson gained the rights to graze sheep on the Burgh golf course from October to April. In the 1920s Thomson took on the tenancy of the Mains Farm which covered an area from the Lodge grounds in

the north to the Glen on the east, Berwick Law to the south, and Gilsland on the west. In 1922, Thomson purchased the Mains Farm from Sir Hew Hamilton-Dalrymple when parts of the North Berwick Estate was offered for sale.

In 1924 Dundas Thomson offered to sell ground to the Town Council for the widening of East Road and to disperse the excavated soil over the Mains Farm land. The following year the Town Council purchased more land from Thomson for the building of council houses in Dunbar Road, Lochbridge Road and later Glenburn Road. Thomson did not auction the land to the highest bidder but negotiated a price per acre with the Town Council. In 1926 again Thomson agreed a price to develop St Baldred’s Road and offered to sell the Glen Field as a Recreational Park. In 1926 Councilor John McKellar applied to the Dean of Guild to build three bungalows on the south side of St Baldreds Road.

The drinking fountain at the top of the Quadrant was erected by the Town Council in 1939 following a generous bequest by Miss Isabella Catherine Lewis. Originally she lived in Edinburgh with her uncle James Lewis, a successful Grocer and Wine Merchant and her brother John at 55, George Square. In the 1890s Isabella moved to North Berwick where she resided at Duneaton for over forty years. The house stands at the junction of Links Road and West Bay Road overlooking the West Links golf course.

In September 1875 her brother John Lewis was in the crowd at North Berwick watching a golf challenge match between the Park brothers from Musselburgh and the Morrises from St Andrews, Old Tom and his son Young Tom. The match ended abruptly when a

messenger boy handed a telegram to Old Tom with the news that Young Tom's wife was seriously ill in St. Andrews following the birth of their child.

The Scotsman reported that, John Lewis offered to sail the Morrises back to St Andrews in his twenty-eight foot ketch lying in North Berwick harbour. They sailed all night in arduous conditions to reach the Fife coast but unknown to Lewis and his crew a second telegram arrived just as the yacht slipped its moorings at North Berwick which read 'Mrs Morris had a son, both mother and child are dead'

In 1926, many of the houses in the westend were unoccupied as the owners could not afford the upkeep. The owners of the property in Abbotsford Road in the Parish of Dirleton included Sir Patrick Ford - Westerdunes (occupied); W.A.Wheelock - Bunkerhill (abroad); Sir J. Wishart Thomson - Quarry Court (occupied); Kenneth Arbuthnot - Shipka (empty); Lady Adelaide Hall - St Aidans (empty); R.J.Addie - Greyholme/Teviotdale (empty); Kennedy Walker - Carlkemp (occupied); Captain Hamish Pelham-Burn –Invereil (for sale). The majority had a private generator to provided electricity and the others did not require electricity as they were only occupied during the summer months. That year they applied to the Town Council to be connected to the gas and mains water supply.

With talk of war in 1935, came increased employment in the armament related industries, and by the following year unemployment had fallen to one and a half million. Drem airfield originally named West Fenton Aerodrome opened in 1916 and was used for Home Defense by 77 Squadron of the Royal Flying Corps. It was also a temporary based for the American 41st Aero Squadron in 1918, flying Spad and Sopwith Camel aircraft. Following WW1 the airfield was abandoned and fell into disrepair. It was re-opened in 1939 as No.13 Flying Training School. The base became an air defense fighter unit for the city of Edinburgh and shipping around the Firth of Forth with spitfires from 603 Squadron joining 602 Squadron.

In 1940 an airfield lighting system for night landings was developed at RAF Drem and used all over the country. Drem operated as a station where crews rotated from the south of England during the height of the Battle of Britain in 1940. While resting at Drem

these squadrons carry out convoy patrols watching over the shipping on the east coast.

The first action by the Scottish fighter squadron of the Auxiliary Air Force - the accountants,lawyers, farmers and bankers who were the so-called 'weekend fliers', some of them not yet 20, took place on 16th October 1939, over the Firth of Forth. The skirmish involving the Spitfires of 602 and 603 Squadron based at Turnhouse and Drem (Fenton Barns) happened when the Luftwaffe launched its first major air raid on Britain, with Rosyth as the target.

A squadron of new Junkers 88 bombers flew to the Firth of Forth in search of HMS Hood, the Royal Navy's largest battleship, which they failed to find, but instead attacked two Royal Navy cruisers near the Forth Bridge. The leading Junkers 88 was intercepted

just as it pulled out of its attack on HMS Mohawk, killing 15 sailors including the captain.

The German bomber was hit repeatedly off Kirkcaldy and finally shot down near Crail. The pilot, Pat Gifford from Castle Douglas was credited with bringing down the bomber. He led Red Section of the 603 Auxiliary Squadron in their attack and was given the Distinguished Flying Cross. Pat was killed in 1940 during the Battle of France and his remains were never found. During the attack over the Firth of Forth another German plane ditched into the sea off Port Seton and the pilot was rescued by local fisherman John Dickson, and transfered to the military hospital at Edinburgh Castle. The dogfight, the first time Spitfires were used in anger, was witnessed by thousands in Fife and East Lothian.

In the course of the first few months the activity at Drem was such that two pilots had won the DFC and the station was visited by King George VI. In July 1940 there were 12 Spitfires from 602 squadron and 8 Hurricanes from 605 squadron based at Drem and among the 'fighter aces' was Caesar Hill and Peter Townsend who was later associated with Princes Margaret. Group Captain Peter Townsend DSO, DFC and bar was Station Commander at RAF Drem in 1941.

The North Berwick Observer Corps formed in 1938, was made up with volunteers and their lookout post was situated on Castle Hill. When war was declared the Observer Corps went into action with a 24 hour watch, two on at a time with direct communications with their HQ at Galashiels who in turn informed the RAF.

A German Heinkel bomber was forced down over North Berwick just after midday on Friday 9th February 1940. It narrowly missed

telegraph wires as it crash-landed in the south east corner of the field behind the Lime Grove bus shelter. The Heinkel 111 H-1 was shot down by a Spitfire from 602 Squadron piloted by Squadron Leader Douglas Farquhar stationed at Drem. The Spitfire fired

625 rounds at the Heinkel over Fife. With smoke pouring from its port engine and the undercarriage lowered in a sign of surrender, it turned towards the coast and made a forced landing tipping onto its nose. The rear gunner Uffz F. Wieners was hit by gunfire

from the Spitfire and was taken to Drem where he died of his injuries and was buried in Dirleton Cemetery. The remaining three-man crew escaped without inquiry and spent the remainder of the war in a POW camp. The two observers on duty that day were Wishart and Sim who took the credit. George Sim (1922-28) and James Wishart (1959-65) were both Provosts of the Royal Burgh.

Two weeks later the aircraft was taken by road to Turnhouse to be examined by experts. The wings were removed and the tail section mounted on a trailer before the aircraft was pulled on its own wheels and maneuvered along Dirleton Avenue in North Berwick, through Musselburgh High Street and along Ferry Road in Edinburgh. The aircraft was repaired and joined a group of captured machines on tour of RAF Stations to familiarise Allied aircrew with enemy aircraft.

The defence organisations in North Berwick included Air Raid Wardens, Fire Service and Home Guard. The fire watchers were based on the roof of the Post Office in Westgate where beds were installed in the rest rooms on the upper floor. The Home Guard who manned road blocks on Dirleton Avenue and Dunbar Road were based in the Hope Rooms and Caddie Shed on the West Links.

Miss Evelyn Coats, daughter of Peter H. Coats, cotton millionare, worked on Heugh Farm with the Women's Land Army as her contribution to the war effort in October 1939. The Coats summer resudence was at 34 Dirleton Avenue, North Berwick.

Throughout the Second World War when forty of the town's young men gave the ultimate sacrifice, life in the community continued,despite the constrictions and uncertainty that prevailed. The Bass Rock lighthouse was unmanned and the light extinguished for the duration of the conflict. Percy Pearson the local lobster fisherman was often instructed by the Ministry to make for the Bass and switch on the light, to allow a convoy of Royal Navy Destroyers save passage to Rosyth.

Many organisations in the town contributed to Jock’s Box War Comforts Fund supported by the Daily Record, Evening News and Sunday Mail. Seven surface air-raid shelters were constructed in the playground of the High School which the neighbouring residents could also use. The Ministry of Home Security announced Free Air-Raid Shelters would be made available. The brick surface shelters at Elcho House, Quality Street and Dunbar Road were constructed by James Elliot & Son. James Archibald, 38 Quality Street was threatened with prosecution for not carrying out his fire watching duties in 1941.

The Town Council instructed the Manager of the cinema to screen public information messages several times each week to encourage the community to save quantities of paper and other salvage. The secretary of the Home Guard requested permission to play their golf competition on the Burgh course in June 1942. The Home Guard used the Golf Pavilion as a meeting place. The Ministry of Works instructed all local authority’s to remove metal railings from private properties in the town for scrap. Following an appeal in 1943 the railings opposite the Vale in Forth Street and the railings in Dunbar Road were not to be removed. In November 1942 the Town Council accepted a gift of two pictures from Mrs. White of Haddington showing the Old Abbey and Baillie Balcrafties house. The Argyle and Sutherland Highlanders handed over the Harbour Pavilion to the King’s Own Scottish Borders in August 1941. The KOSB band played every Thursday evening on the Anchor Green. The Polish Mounted Riffles drove a tank through the town causing damage to the roadway which they had to repair and all tanks were banned for the main streets.

In 1941, aircrew were trained at East Fortune in night fighting techniques for the RAF's Fighter Command. In 1942, Drem and East Fortune became temporary home to six Hurricane squadrons and several other Spitfire squadrons, notably the Poles, Canadians and Australian 453 Squadron. The command of the Polish Free Army was based near Kincardine, and the Poles stationed at East Fortune were billeted at Warrender House and Strathearn Hotel in York Road. Many of the Polish names familiar in the community today such as Sanetra, Helik, Gdulewicz, Borge, Skwara, and Rogawska came from that period. When a number of the exiles married local girls and settled in the area rather than returning home to the Soviet domination of Poland after 1945.

The Ministry of War requisitioned Greywalls House in Gullane as an 'off station' and officers mess, where in the hedonistic atmosphere of an uncertain tomorrow the pilots and crew held many 'Champagne Parties'. Evidence of the high spirits still exist

today in the form of a bullet hole shot in the copper ball of the pinnacle of the roof. Drem also provided the backdrop for one of the final actions of the war when on 11th May 1945 Spitfires of 603 squadron escorted on to the runway three German JU 52

transport planes carrying not bombs but Nazi officers suing for peace.

Walter Hume remembers growing up in North Berwick during WW2. His father, uncles and cousin were Forth Pilots and as such his main residence was Newhaven, Edinburgh with a second home at North Berwick. Walter Hume writes' With the continued threat of air raids we moved to our second home at North Berwick in October 1939. First to a grand old big house called 'Ardgay', ideally situated along the East Bay, with the magnificent beach literally on our door step and an uninterrupted sea view looking over to the Fife coast, the silenced fog-horns and unlit lighthouse beams of the Bass Rock, May Island and Fidra, due to the strict black-out in force. After a short while we moved to a more permanent abode, a delightful big apartment house situated above a pub named 'Auld Hoose', in Forth Street, probably remembered because it was such a happy time in spite of there being a war going on else where.

I enrolled at North Berwick school in School Road, where Mr Lonnie was headmaster. It always puzzled us that for music lessons we were encouraged to sing with gusto, the only problem being that all the red coloured hard-back music books handed out were quite

useless, none of us could read music, or more to the point the words, which were all in the Welsh language!!!. Our daily lives were not affected directly with war time activities although with several air force stations nearby there always something going

on. One of the more regrettable incidents which had us dashing down to the harbour happened on 12th December 1939.

With lots of Spitfire fighter aircraft zooming about just above roof top level, word quickly went round that they had just shot down a bomber into the sea a few hundred yards off the old disused Victoria Pier. In addition to numerous naval patrol craft that

were quickly on the scene a local fishing boat, named Caithness Lass, put out to help pick up any survivors, as a few saturated aircrew clambered ashore at the old Victoria Jetty and trundled up past the open air swimming pool, we were looking to see the

Germans, as we thought, and to everyone's surprise and dismay saw only our own RAF uniforms. The story came out soon after that several Hampden Bombers returning from a operation over the Norwegian coast failed to give the correct identification signal for

the day and our defence Spitfires promptly brought it down just south of Craigleith Island, one of the Hampden crew died as a result of this dreadful mistake, some fifty years after that incident I actually met up with one of the crew in Poole, Dorset, he

not only survived that ditching but went on to successfully complete more than one full tour of war time duties.

Pre-war the Forth Pilot cutters used North Berwick harbour as a base, but with the onset of hostilities they were moved across to the north shore at Largo, because of the huge concentration of shipping in Methil Bay, when yet again we were attracted like moths

to a light when word got around the Pilot boat was seen approaching the harbour, and an ambulance in attendance, as usual we nippers were chased away, and when I arrived home to relate what had just been observed, was promptly told, yes, and its your father who they brought ashore, he is now in bed.

He had been on the Bridge of HMS Edinburgh conducting compass adjusting when the ship was attacked by German aircraft, he was fortunately not hit by bullets but a LIVE high voltage radio aerial which fell across his back causing a form of paralysis and

severe electrical burns. He adamantly refused to be taken to hospital as family just lived up the road, had a couple of weeks off work (almost unheard of at that time) then back to Piloting ships to join the Russian convoys or hazardous Atlantic voyages, not exactly a quiet life in the sheltered Firth of Forth Estuary.

One of the few forms of entertainment, apart from the fore-going, was a visit to the only cinema, quite small but fairly new, built just before the war, the Playhouse visit once a week became a few hours of escapism, with so many service personnel stationed in and around the town it was a full house every night, but we did not mind waiting in the long queue, to see the likes of Kenny Baker in the Mikado, now there's nostalgia for you.' Walter Hume spent a life-time at sea and retired to Cowes, Isle of Wight.

In 1946, Hutchison's pleasure boats painted in camouflage returned to the harbour after being commandeered by the Ministry of War for duties in the Firth of Forth. Following World War II, the Italians made up the biggest group of immigrants in Scotland. Many

setting up ice cream parlours and fish and chip shops, establishing the fish supper as a traditional Scottish meal, while maintaining close contact with Italy. The Tomassi, and Luca families established a business in the town while the Capaldi ice cream parlour with

a pianist playing the latest tunes of the day was a mecca at 99 High Street during the 1930s.

In the 1940s, the Royal and Marine Hotels were owned by Eglinton Hotels Ltd. The company purchased St Ann's in York Road and converted the building into a Children's Hotel where wealthy families sent their children for the summer months. In 1949, the two

year old grandson of Emperor Haile Salassie of Ethiopia, Prince Paul Woseng Seged Makonnen Haile Salassie spent a few weeks at St Anns with his Scottish nanny and Ethiopian under-nurse.

The Town Fete was a highlight each year, held on the Coo's Green, in the area beyond the East Putting Green. Arranged by the North Berwick Traders Association, to raise funds for the Edinburgh Royal Infirmary, this was in the days before the National Health

Service, when Hospitals relied on public donations for their survival. (The first door to door collection in the town for the Edinburgh Royal Infirmary was in September 1739). At the fete, as well as games for prizes donated by the residents there was a

children's fancy dress competition, followed by a parade through the town. The Fire Engine and Town Council vehicles, decorated in flags and bunting, carried the children through the streets.

During the 1930s the town's shopkeepers and tradesmen took part in the parade, many on horse back. In those days the procession took in the west end of the town, where the young shop assistants would visit the residencies in York Road, Cromwell Road and

Dirleton Avenue, where they had delivered goods throughout the year. At each stop, they were offered 'refreshments' by the household staff, and collected donations from his 'Lordship' towards the fund raising.

The Coo's Green was used for the last time in 1959 and that year also saw the final Fancy Dress Parade. The Town Council had purchased Lady Jane Park (Lodge Grounds) and mansion house in 1938 and the Town Fete moved to that location in 1960. At that time

the Lodge Grounds had two fields, both fenced off for grazing cattle and sheep. Later the live-stock were moved to the east field and the other opened up to the public, although the practice of locking the gates to the Lodge Grounds at dusk continued.

The population of the Parish in 1951 was 4,580 (Burgh - 4001, Landward - 579). There were 35 private hotels, 6 licensed hotels, 6 restaurants and numerous boarding houses. During the summer months the town was attracting more day-trippers with as many as five times the population on a single day. Christmas day was now observed with Church Services and all the shops closed.

In 1939, architect and builder George E. Shackleton started the construction of Dundas Avenue. In the 1950s his company sub-divided many of the large properties into apartments including Morseby, West Links House, and Inchdura. The land south of St

Baldred's Road and Clifford Road was occupied by the Mains Farm, which stretched to the base of Berwick Law. The Town Council purchased this land in the 1960s and developed Gilbert Avenue, Wishart Avenue and Cooper Avenue for Council Housing. They also sold off part of the farmland to private developers who then built Lady Jane Gardens, Macnair Avenue and St Baldred's Crescent.

Throughout the early sixties the town remained a popular destination for holidaymakers, despite the ease of travel to more exotic destinations. By the end of the decade, holiday patterns began to change and the town gradually move from a tourist based economy

to a dormitory for commuters to the capital, Edinburgh.

Our visitors have always been more aware of the town's golfing heritage and the late sixties saw an increase in the number of golfers from round the world wishing to experience the West Links. The popularity of the course was boosted when Arnold Palmer and Tony Jacklin played the famous 15th hole 'Redan', with legendary golf commentator Henry Longhurst during the filming of '18 holes at 18 different courses helicopter round '. The Open Championship at Muirfield in 1959, 1966 and 1972, added to the profile of the area and the West Links became an integral part of the 'golf package tour'.<p>

In May 1966 a lifeboat was stationed at North Berwick for the first time in over fourty-one years. Following an appeal by the children's BBC 'Blue Peter' TV programme, four inshore lifeboats were purchased and Blue Peter III was assigned to North Berwick.

The 16 feet D-112 inflatable, was limited to a five mile radius and operational from March until November. The boat is now on display in the RNLI Lifeboat Museum at Chatham.

Since then North Berwick has had five successive D class lifeboats named Blue Peter III. The early lifeboats had no radio on board and the crew were supplied with coloured flares to signal to shore and each colour meant something different. For example,

the crew would launch a green flare if they required the assistance of a doctor. The crew had only oil skins to wear back in the early years, no dry suits, they were usually soaked to the skin just as soon as they launched and the plywood decking was pretty

hard on the knees.

In June 2013, Blue Peter III was replaced by a new lifeboat which had the latest technology including Chart Plot system and AIS, a tracking system used for identifying and locating vessels which allows the Coatsguard to track the position of the lifeboat

and coordinate search and rescue operations. The new lifeboat named Evelyn M. was funded by the Evelyn M. Murdoch Charitable Trust. She lived in Edinburgh and enjoyed her family holidays in North Berwick.

The first lifeboat to be stationed in the town came about after one particular tragedy left the community feeling helpless, when a rescue boat may have saved the lives of the five crewmen who perished. The tragedy happened on Tuesday 25th October 1859, when the

schooner Bubona loaded with coal from the Tyne, was making for Aberdeen with Mr Adams as master. Nearing Dunbar Bay, the wind shifted to the north-east, and a tremendous sea got up. By nine o'clock in the evening, the wind had strengthened to near

hurricane force, and the vessel was spotted in difficulties inside the Bass, her sails had given-way and the crew had no choice but to make for the shore.

The Bubona, landed among rocks about two hundred yards west off Canty Bay, and the Coastguard proceeded at once to the scene with the life saving apparatus. They fired four-rockets over the vessel and were successful in landing a line across the stern of the

boat but the crew who appeared to be lashed in the bows, were too exhausted to take advantage of the situation.

By this time a large crowd had gathered on the shore, watching in silence as the vessel continued to break up on the rocks, her masts were over the side and the sea was breaking over her. The poor crew, five in number, stuck together in the fore-part of the vessel, until she finally broke up about midnight, when they all perished.

That night the hurricane force winds caused havoc along the coast of the UK and resulted in 200 shipwrecks and the loss of 800 lives. Captain Robert Fitzroy from Suffolk, was so appalled by the number of deaths and the inability to warn ships of bad weather

that he developed a line-of-sight communications system. This system consisted of 15 stations around the country which would raise a 3ft cone to warn ships of imminent storms. Fitzroy was also the founder of a scientific system to predict weather conditions, he

In late November 1859 two of the bodies from the Bubona were washed up and taken by cart to the graveyard in Kirkports. The loss of the crew was felt deeply by the community and to avoid such a tragedy happening again, a move to have the town's first lifeboat

was instigated by Rev. Stewart from Liberton and coastguards Walter Malcolm and Captain Thomas Woodrow. A committee was formed, subscriptions raised and within twelve months the Royal Lifeboat Institution agreed to allocate a lifeboat to the town.

In October 1860, the new lifeboat arrived, gifted by Messrs. Jaffray & Son of London, along with its transport carriage and equipment. A.W.Jaffray and his father of St Mildred's Court, London funded the lifeboat at North Berwick. Their legacy also

provided lifeboats at Thurso and St Andrews. The Town Council provided ground for the Life Boat House at the end of Shore Street (Victoria Road) and feud the ground to the Royal Lifeboat Institue for one penny per annum. £20 was raised to play the Coxswain

salary and crew.

Despite continuous rain on the day of the launch, the whole community turned out, lining the streets and cheering on the parade. Four horses bedecked with flowers, were yoked to the lifeboat carriage and transported from the station in Shore Street, along Back Street (Forth Street) as far as the West Links, before making a complete circuit of the burgh by High Street and Quadrant to the east beach. A number of the committee climbed on board, including the tall figure of Sir Hew Hamilton-Dalrymple completely enveloped in oilskins, directing the procession from the bow.

The crew consisted of Captain Woodrow, John Murray (coxswain), Richard Thorburn, John Thorburn, David Thomson, James McLean, Robert Marr and Alex Thomson. Protected by a broad life preserver strapped round their bodies, they took their places on board and with oar-in-hand sat ready for the launching apparatus to be brought into action. With the echo of three cheers still ringing in the air, the 'Caroline' as she was named, slid down to meet a coming wave and North Berwick's first lifeboat was successfully launched. The Lifeboat Station was opened on 20th June 1900 and cost £300, it closed in January 1926. The building was leased to George R. Thomson, Cedar Grove Dairy who converted the property into a tearoom and restaurant.

There has been seven lifeboats stationed at North Berwick over the years and four Blue Peter inshore vessels. The latest, Blue Peter 7 is an all weather boat, on call all year round and is housed in the original boat-house (1860) in Victoria Road, where the names of the crews and the lives they have saved are listed.

In October 2002, the North Berwick crew were selected to carry out trials on the new state of the art IB-1 (In-shore Boat 1) lifeboat. RNLI crews from all over Scotland travelled to the town to inspect the rescue craft and take part in the trials.

In the 1950s, the Town Council purchased Rhodes Farm and used the outbuildings as workshops and stabling for a pair of Clydesdale horses which were in regular use until the early 1960s. The agricultural land on the Rhodes Farm was rented out, and in 1954 new council houses built by James Millar & Partners formed Lime Grove. A pig farm was established on ground where later the Burgh Caravan site was laid out. (Rhodes Park). The Town Council collected all domestic food waste in separate containers and this was fed to the pigs, a very profitable venture which reduced the town rates.<p>

In 1960 the Town Council installed electric street lighting for the first time. They decided to use warm white fluorescent light rather than the more efficient and economical sodium filament. The fluorescent light gave a very pleasing warm glow and was so popular with residents and visitors that the street lighting was switched on during the summer evenings. The gas works at Ferrygate closed in 1972, when the town's gas supply was produced at Granton.

In 1959, shortly after the death of Sir Hew Hamilton-Dalrymple, Leuchie House was used as a convent and is now leased to the MS Society. The dowager moved out of Leuchie and resided at Blackdykes where she died in 1979. Their son Sir Hew and his wife Lady Anne Louise Hamilton Dalrymple commissioned architects Law & Dunbar-Nasmith to design and converted a cottage on the Leuchie estate as their family home in 1960. Their eldest son Hew, and his wife Janey returned from London to live at Blackdykes in 1992.

In the 1960s Grange Road was a quiet country lane and Green Apron Park was farmland. In those days each field was identified by a name and being shaped like an apron its was originally called the Masonic Apron. Glenorchy Road and Highfield Road ended at timber gates leading to the fields of Williamstone farm (Priory Meadow). To the west of Ware Road was fields of grazing sheep, part of the Hamilton-Dalrymple estate which stretched (Lord President Road) to the market garden at Smiley Knowe. Where the glasshouses produced the first tomatoes to reach the markets in Scotland. (Williamstone Court).

With full employment in the 1960s, a new affluence arrived. Teenagers had more money in their pockets and in 1969 everyone in Britain over the age of eighteen was allowed to vote. The 'Saturday Night Dance' at the Harbour Pavilion was the most popular venue in the county and the Playhouse cinema opened on Sunday, reflecting the times. The swimming pool was heated and the midnight gala with live music on the esplanade was a highlight of the summer.

The town was expanding and the population numbered 4,750. Throughout the decade the Town Council were under pressure to attract more visitors by offering amusement arcades and other entertainment facilities available at more popular resorts. Fortunately

common sense prevailed and the town has continued to attract the discerning visitor, all be it in reduced numbers. The community were raising funds towards the building of a sports centre and the town was about to enter a new chapter - a good place to end

part one of the story of North Berwick.