

St. Hildeburgh's *Dispatch*

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A fortnightly on-line paper to entertain all in lockdown during the Coronavirus pandemic

Salthouse Dock ~ 1897

The Story of the Square-Riggers in one of Liverpool's most Iconic Photographs

By the late Dr. John Naylor



The above photograph of sailing vessels in Salthouse Dock in June 1897, has become one of the most iconic and most easily recognizable images that we have of Liverpool Docks when, despite decades of steam, forests of masts still filled the Mersey skyline. An old and valued friend, the late Dr. John Naylor of Keele University, a leading authority on deep-water sail, sent me a draft of an article he was having published in which he had identified and researched each vessel in the picture. Apart from anything else, his findings highlight the hazards of a seaman's life in the days of deep-water sail, as some of the vessels in the picture met tragic ends. The photograph was taken by Messrs. Priestley & Sons of Wallasey. Arthur Priestley had his photography studio at 89, Buchanan Road, Seacombe. This evocative photograph was taken from the top of one of the Albert Dock warehouses looking down on Salthouse Dock, then, as now, the oldest surviving dock in Liverpool having opened to shipping in 1753. In the distance, sheltering more square-riggers, is Wapping Basin, Wapping Dock, Kings and Queens ; the two latter about to be completely transformed with the construction of branch docks. *Editor.*

Most people will have encountered this famous photograph of Albert Dock at sometime or another. Frequently published, it also adorns the walls of restaurants and public houses in and around the Port of Liverpool. How often, I wonder, do people look closely at the ships in the picture and wonder what became of them ? This article is an attempt to tell their story.

Dominating the centre of the picture is the port-painted steel four-masted barque *The Highfields*, at a berth later to be occupied by the Royal Naval Reserve and the First World War sloop, H.M.S. *Eaglet*. Built by Richardson, Duck & Co., at Stockton-on-Tees, yard number 399, for Charles Walford Kellock & Co., of 6, Water Street, Liverpool, *The Highfields* was launched on the 13th February 1892. She was the largest vessel to be built for Kellocks, with a gross tonnage of 2,280 and a deadweight capacity of 3,500 tons on dimensions 291.2 x 42.0 x 24.7 feet. One of the few vessels to incorporate the definite article in her name (the full-rigger *The Hahnemann*, also owned by Kellocks, was another), she was called after a Kellock residence at Audlem, Cheshire.

Under Kellock's ownership and also under her later owners MacVicar, Marshall, *The Highfields* traded frequently to Calcutta for jute as well as to Australia and San Francisco. Although a full-built carrier she made some good passages. On her maiden voyage in 1892 she took a cargo of salt to the Sandheads at the mouth of the Hooghly in 80 days, the best passage of the year. In 1894 she went from Amsterdam to Port Pirie, South Australia, in 87 days ; and in 1895 she again went to Calcutta in 96 days, returning to Boulogne in 107 days. On the other hand, she also made some dull passages : 85 days from Newcastle, NSW to San Francisco in 1894 ; 147 days from San Francisco to Hull in 1895 ; and 146 days from Melbourne to Cardiff in 1901-2.

Two years after the photograph was taken, in May 1899, Kellocks disposed of *The Highfields* along with their other vessels – the *Milton Stuart*, *The Hahnemann*, the *Annie Maud* and the *Lord Canning* – to MacVicar, Marshall & Co., whose offices were in the Queen Insurance Building, 13, Castle Street, Liverpool. At the time they acquired *The Highfields* MacVicar, Marshall owned nine other sailing vessels, most of them big four-masted barques named after royal palaces, so that the company became known as ‘The Palace Line’.

The Highfields’ career ended tragically. Leaving Cardiff on 15th June 1902 with coal for Cape Town in the aftermath of the Boer War, she had reached the vicinity of the Cape on 10th August, 57 days out, when she ran into a severe westerly gale which reduced all her sails to rags except for the fore lower topsail. Sighting Robben Island at the entrance to Table Bay on 14th August, Captain Dunham decided to run into the harbour, the exhausted crew having managed to set the fore lower topsail and main and mizzen upper topsails ; but shortly after midnight *The Highfields* fouled the anchor cables of the German East Africa liner *Kaiser*, lying outside the breakwater. The steamer’s cables cut through *The Highfields’* plates abreast of the starboard mizzen rigging and within two minutes she foundered. Unable to launch the lifeboats, only the first mate, one apprentice and two seamen survived out of the crew of 27.

Lying alongside on *The Highfields’* port side in the photograph, is another regular Calcutta trader, the iron full-rigger *Melanope*, launched in June 1876 by W. H. Potter & Sons of Liverpool, not far from where she lies in dock. With a registered tonnage of 1,608 and a gross tonnage of 1,686 on dimensions 258.2 x 40.2 x 23.8 feet, she joined such well-known emigrant clippers as the *Marpesia*, *Antiope*, *Theophane*, *Cassiope* and *Parthenope* in Joseph Heap’s Thames & Mersey Line, which was managed for some years by Thompson, May & Co. of Water Street, Liverpool. J. Heap & Sons were rice millers and their ships took emigrants and general cargo out to Melbourne, then crossed to Madras and Calcutta with walers (horses from New South Wales) and returned home with rice from Rangoon. The *Melanope* was a fast ship, once making 310 miles a day over 5 days, with a run of 360 miles in the 24 hours. Her passages include UK-Melbourne in 82 days (1882), 81 days (1888), 78 days (1889) and 79 days (1892) ; Liverpool-Calcutta with salt in 95 days and home to London in 99 days (1887) ; Hamburg-Calcutta in 90 days (1890) ; and San Francisco-Liverpool in 112 days (1888-9) by way of Cape Horn. During the ‘nineties she changed hands several times, ceasing to carry passengers and trading all over the world. In 1892 she was bought, along with the rest of Heap’s fleet, by Gracie, Beazley’s

Australasian Shipping Company, of Liverpool, who sold her on in 1898 to J. R. Craigen, also of Liverpool. In 1900 she went to H. C. Oswald of London, and the following year was back in Liverpool under the ownership of J. J. Moore. In 1907 she was thrown onto her beam ends and abandoned off the Columbia River, and on being salvaged was converted into a barge by J. Griffiths of Seattle (although registered under the British flag, at Newport, Mon.). The fabled longevity of iron hulls was borne out in the *Melanope's* case by her lasting till 1946 when she was sold to the Comax Logging and Railway Co., of Comax, B.C., to be used in the construction of a breakwater at Royston, B.C. In the photograph she appears to carry neither spanker boom nor gaff on the mizzen, although a spanker is brailed into the mast.

On *The Highfields'* starboard side, alongside the transit shed, is the white-painted, 331-ton Russian three-masted fore-and-aft schooner *Zeriba*, built in 1890 by J. Puhling at Uppesgrihwe and owned by Puhling Gebr. of Riga. Ahead of her lies an unidentified barquentine.

In the left foreground is the uncluttered poop and pole mizzen mast of the well-known Maryport steel barque *Ladas*. Of 1,395 tons gross and 1,291 tons net on dimensions 233.3 x 36.9 x 22.0 feet, she was built in 1894 by Ritson & Co., and operated by them until 1909, when she was sold to R. F. Olsen of Bergen. In 1915 she went to another Norwegian owner, J. Andresen of Arendal, and the following year to F. Asmussen of Copenhagen. No doubt having made her money as a neutral during the First World War, she went out of register in 1921, by which time she had been renamed *Findana*. The photograph shows the unusual alignment of the *Ladas'* poop rail, which allows the mizzen shrouds and backstays to pass outside the rail. The flying bridge from the poop to the standard compass on the half-deck has been raised to allow access to the after hatch.

On the far side of the dock lies another of the beautiful iron ships of the 1870s, the port-painted full-rigger *Wellington*, with a steam flat alongside. She was one of a fleet of six passenger clippers ordered by Patrick Henderson from Robert Duncan of Port Glasgow in 1874. Of 1,309 tons gross and 1,247 tons net on dimensions 239.8 x 35.0 x 20.7 feet, she has the typical long 70-foot poop of the emigrant ship. The *Wellington* was commanded by Captain D. Cowan of Peterhead for 18 years from her launch and proved particularly fast with the wind abaft the beam, making passages from Glasgow to Otago of 73, 75, 76 and 78 days, and coming home with frozen mutton. Paddy Henderson later amalgamated with Shaw, Savill & Albion of Glasgow, whose houseflag the *Wellington* is flying at the main mast head, and under their ownership she still made good passages, e.g. 79 days from Timaru to the Lizard in 1900. Her career nearly ended a few years before

the photograph was taken, when she collided with an iceberg to the east of the Falklands, staving in her bows and killing two seamen in the fo’c’sle as well as carrying away her bowsprit, jibboom and foretopmast. She was saved by her collision bulkhead and managed to limp into Rio de Janeiro. In 1904 she was sold to S. O. Stray of Christiansand, Norway, a notable purchaser of over 30 mostly ex-British, sailing vessels, and in December 1906 she was abandoned and foundered on passage from a U.S. Gulf port to Rosario.

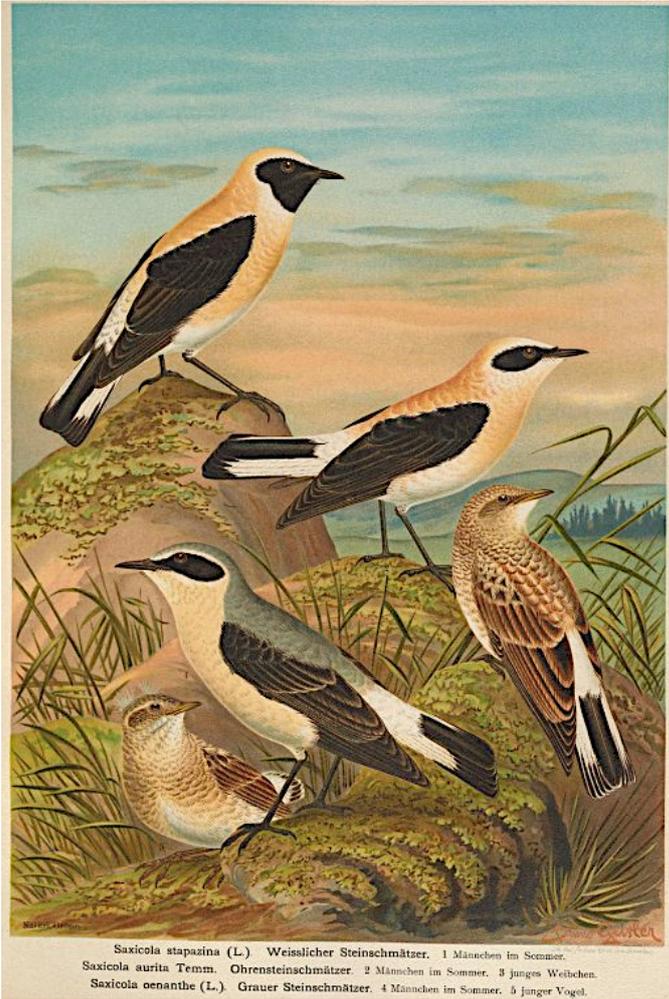
Astern of *Wellington* lies the steel barque *Helenslea*, built in 1882 by A. Stephen & Sons of Dundee, yard number 79, for their own account. With a gross tonnage of 1,374 and a net tonnage of 1,315 on dimensions 249.8 x 35.4 x 21.6 feet, she too was a very fast vessel. She sailed from the UK to Melbourne and Sydney in 75, 76 and 77 days ; in the gruelling West Coast of South America trade from Swansea to Talcahuano in 86 days (including a call at Montevideo) and from Folkestone to Valparaiso in 83 days ; and home with nitrate from Iquique to Dunkirk in 86 days and to Queenstown in 88 days. By the time of the photograph she belonged to Chadwick, Wainwright & Co., of Liverpool, who had bought her in 1895. This is one of our last glimpses of the *Helenslea* : in August 1897, two months after the photograph was taken, she was wrecked off Inaccessible Island, near Tristan da Cunha.



An Edwardian view of the Mersey as seen from the Wirral looking over to Liverpool. From a painting by Warren Williams, A.R.C.A., fl. 1885-1918, a landscape painter who studied under John Finnie at the Liverpool School of Art. Elected A.R.Cam.A. in 1906, he illustrated a number of books including *Historic Warwick*. Born at Holyhead he lived in Conway, North Wales.

April Visitor

By Sheila Saunders



Saxicola stapanina (L.) Weisslicher Steinschmätzer. 1 Männchen im Sommer.
Saxicola aurita Temm. Ohrensteinschmätzer. 2 Männchen im Sommer, 3 junges Weibchen.
Saxicola oenanthe (L.) Grauer Steinschmätzer. 4 Männchen im Sommer, 5 junger Vogel.

High water but now calm.
A gentle Irish Sea pushes in
halted by jumbled rocks of alien limestone
holding long dead sea-lilies and shelled creatures
marooned here.

And now – the first wheatear
motionless
sharp-suited in black, white
and the purest of greys

flaunting his visibility and etched lines
just a momentary breeze
lifting peach breast feathers.

Rested, after flight of oceans and continents
leaving, swift as his coming
for inland moors

to startle with 'whee-chak' from drystone walls,
tail flicking, never still.

Published recently in America in 'As It Ought To Be' Magazine, Sheila Saunders, an Oxford graduate in English Language and Literature, worked on local newspapers and after marriage to fellow reporter Peter, while bringing up their three children, turned to feature and freelance writing. She has always been involved in community activities, and addicted to novels, music, art and theatre. Her poetry is especially inspired by her love of natural history, and life on the Wirral coast in Hoylake.

Image Credit: Page from *Naturgeschichte der Vögel Mitteleuropas*, courtesy of the [Biodiversity Heritage Library](https://www.biodiversityheritage.com/)

<https://asitoughttobemagazine.com/2020/04/13/april-visitor/>



As We Were : Hoylake in days gone by.

No. 3 : 1877

In the third of our short series of views of Hoylake from across the centuries, we take an extract from a local handbook produced in 1877 by a New Brighton resident, Miss Clegg, who, in a pocket-size pamphlet, provided the visitor with a brief guide of the coast from New Brighton to Hoylake. Her sixteen-page Handbook, price twopence, was published by Miss Clegg herself in New Brighton, and by S. R. Gresson (stationer, printer, lithographer, bookbinder, etc.) of South Castle Street, Liverpool.

We join the “*Excursionists and Visitors*” who have arrived in by ferry from Liverpool, and, having explored New Brighton and Leasowe, have journeyed on to the :

“SUBMERGED FOREST,

which has been described by various writers since A.D. 1796. Skirting all this coast and that of Lancashire are indications of Peat or Forest beds, but nearly all are now covered by the drifting sand. At this point however the old land surfaces are very distinctly seen cropping out upon the shore, in which remain exposed hundreds of stumps and small portions of the trunks of trees, their roots spreading out on all sides through the bog and clay in which they grew and flourished. The supposition is, that in the dim mists of hoary antiquity the expanse occupied by Liverpool Bay and the present embouchure of the River Mersey was once covered partly by morass and partly by forest land ; Leasowe then stood at a greater elevation than now, and that by ‘a long continued subsidence the old forests near the coasts have sunk beneath the tides and the sea has gained upon the land.’ A great number of Archæological Curiosities have been found on this interesting coast, consisting of ornaments, implements, coins of Roman, Saxon, and early English mintages, and to any one desirous of seeing them a visit to the Mayer collection in Sir William Brown’s Museum, Liverpool, will amply repay the trouble.” [See also, *Ancient Meols : or, some account of the Antiquities found near Dove Point, on the Sea-Coast of Cheshire...* by the Rev. A. Hume, London, 1863. *Editor*].

Miss Clegg then makes a detour in order to visit Poulton and Bidston, but we will re-join her party at :

“HOYLAKE.

Hotels, ‘Royal’ and ‘Green Lodge,’ both opposite the race course,
and the ‘Stanley,’ at the Railway.

It is a very straggling village, no fixed idea of laying-out being apparent. It has, however, a demand upon our consideration, seeing that, owing to its very salubrious atmosphere, it is the resort of a great number of invalids suffering from pulmonary diseases.

Hoylake, anciently named Heyepool, derives its name, probably, from the fact that at one time it was a safe anchorage for ships, presenting as it did an unruffled appearance ; now the lake or harbour is choked up with the shifting sands. Hoylake possesses one of the neatest race courses in the country, the turf being remarkably soft and green all the year round ; the grandstand is situated in the centre, and the course is one mile and a quarter in circuit.” [The date of the first race at Hoylake is uncertain but there are indications of donkey and pony races in the 1820s. The first meeting for which we have firm evidence took place in 1831. The date of the final race is in dispute too, but towards the close of the 19th century golf had replaced horse racing. *Editor*]. Clegg’s Handbook continues : “There are two lighthouses here, and a lifeboat station.

One of the principal excursions is to

HILBRE ISLAND.

‘With the flow and ebb, its style
Varies from continent to isle ;
Dry-shod, o’er sands, twice every day,
The pilgrims to the shrine find way ;
Twice every day, the waves efface,
Of staves and sandall’d feet, the trace.’

It is only a short distance from the mainland, and is accessible, at low tide, on foot ; but the visitor must not mind wading a little over what is called ‘the gutter,’ always, however, keeping towards the left end of the island, there being at that spot better walking and easier landing. The island contains six acres of pasture land and four of rock, and is inhabited by only two families. It belongs to the parish of St. Oswald, Chester, and has been, in former years, an object of superstitious pilgrimage, for here was erected a cell dedicated to the Virgin Mary, and thither went pilgrims ‘to our Lady of Hilbree, by whose offerings the monks there were cherished and maintained.’ Not far from Hoylake is the charming village of West Kirby, commanding a splendid panorama of the Dee, and the Welsh Mountains stretching away in the hazy distance.”



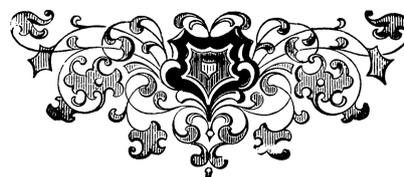
Wirral Quiz

*How well do you know our Peninsular ?
Test your knowledge with these ten questions.
(Answers will be found on pages 19 & 20).*



We will return to 'Liverpool' next issue, and thereafter alternate between Liverpool & Wirral.

- {1} Name the author of '*Twixt Mersey and Dee* published in 1897.
- {2} What was the name of the famous family living in Gayton Hall ?
- {3} Emy Lyon was born at Ness in 1765 to the local Blacksmith and his wife. By what name did she later become better-known ?
- {4} In Burton woods there are two graves lying side by side dating back to 1663. Why are the occupants not buried in Burton churchyard ?
- {5} In 1862, during the American Civil War, Laird's Birkenhead shipyard built a highly successful commerce raider for the Confederates. What was her name ?
- {6} A celebrated 18th century composer landed in Parkgate from Ireland in 1742. Who was he ?
- {7} Before being raised to the dignity of a 'castle', Leasowe Castle / Hall had another name. What name was it once known by ?
- {8} Where would you find the first publicly-funded park in the world ?
- {9} A quay was built on the Dee to export coal. Where was it located ?
- {10} In addition to the Hooton branch line to West Kirby there was, from 1895, an alternative route for passengers to West Kirby other than on the Liverpool-Birkenhead line. Where did the trains run from ?



Following Stanley Holloway's *Sam Small* in issue 2 of the *Dispatch*, I thought readers might enjoy another monologue to be read in the Lancashire dialect. This one was written by Marriott Edgar (1880-1951) a poet, scriptwriter and comedian, born in Kirkcudbright, although his father was Lancashire-born as were his two sisters. Edgar wrote sixteen of Holloway's monologues, whilst Holloway himself wrote five – including *Sam Small*. This one, *Runcorn Ferry*, has a local flavour and pre-dates the old Transporter – earlier than either road bridge – which many of us will remember as children with affection.

Runcorn Ferry

On the banks of the Mersey, over on Cheshire side,
Lies Runcorn that's best known to fame
By Transporter Bridge as takes folks over t'steam,
Or else brings them back across same.

In days afore Transporter Bridge were put up,
A ferryboat lay in the slip,
And old Ted the boatman would row folks across
At per tuppence per person per trip.

Now Runcorn lay over on one side of stream,
And Widnes on t'other side stood,
And, as nobody wanted to go either place,
Well, the trade wasn't any too good.

One evening, to Ted's superlative surprise,
Three customers came into view :
A Mr and Mrs Ramsbottom it were,
And Albert, their little son, too.

"How much for the three ?" Mr Ramsbottom asked,
As his hand to his pocket did dip.
Ted said : "Same for three as it would be for one,
Per tuppence per person per trip."

"You're not charging tuppence for that little lad ?"
Said Mother, her eyes flashing wild.
"Per tuppence per person per trip", answered Ted,
"Per woman, per man, or per child".

"Fivepence for three, that's the most that I'll pay",
Said Father, "Don't waste time in talk".
"Per tuppence per person per trip", answered Ted,
"And them, as can't pay, 'as to walk !"

"We can walk, an' all", said Father. "Come Mother,
it's none so deep, weather's quite mild".
So into the water the three of them stepped :
The father, the mother, the child.

The further they paddled, the deeper it got,
But they wouldn't give in, once begun.
In the spirit that's made Lancashire what she is,
They'd sooner be drowned than done.

Very soon, the old people were up to their necks,
And the little lad clean out of sight.
Said father : "Where's Albert ?"
And Mother replied : "I've got hold of his hand, he's all right !"

Well, just at that moment, Pa got an idea
And, floundering back to old Ted,
He said: "We've walked half-way. Come, tak' us the rest
for half-price - that's a penny a head."

But Ted wasn't standing for none of that there,
And, making an obstinate lip,
"Per tuppence per person per trip", Ted replied,
"Per trip, or per part of per trip".

"All right, then", said father, "let me tak' the boat,
And I'll pick up the others half-way.
I'll row them across, and I'll bring the boat back,
And thruppence in t'bargain I'll pay".

T'were money for nothing. Ted answered : "Right-ho",
And father got hold of the sculls.
With the sharp end of boat towards middle of stream,
He were there in a couple of pulls.

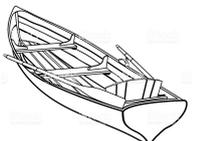
He got Mother out - it were rather a job,
With the water, she weighed half a ton -
Then, pushing the oar down the side of the boat,
Started fishing around for his son.

When poor little Albert came up to the top,
His collars were soggy and limp.
And, with holding his breath at the bottom so long,
His face were as red as a shrimp.

Pa took them across, and he brought the boat back,
And he said to old Ted on the slip :
"Wilt' row me across by me'sen ?" *
Ted said : "Aye, at per tuppence per person per trip".

When they got t'other side, father laughed fit to bust.
He'd got best of bargain, you see.
He'd worked it all out, and he'd got his own way,
And he'd paid nobbut fivepence for three

* me'sen = myself.





Through the Garden Window

Until fairly recently, the most likely gull you would see circulating Hoylelake skies was the Black-headed gull – a talented scavenger as much at home over the town as he is over the sea. However, he appears to have had his beak pushed out by the arrival, in quite large numbers, of his cousin, the Herring gull.

The smaller Black-headed variety are often found not only along the coast and on estuaries, but further inland on the farmer's field where they follow the plough and assist the farmer by eating harmful insects. They are, however, no friend of the lapwing as the Black-headed gull will perform acts of piracy, standing by while the lapwing does the hard work and unearths insects or worms, only to have the gull pounce and snatch it from the lapwing's beak. The gull will even give chase and intimidate the lapwing until it drops his food.

The Herring gull (its scientific name being *Larus argentatus*) has the ability to eat almost anything, from fish offal to the young of its own kind. The ease of food supplies has made it the most abundant of British seagulls, and in many seaside towns – like Weymouth for example where they nest in vast numbers on the cliffs of nearby Portland – you venture out at your peril with ice-cream or fish and chips in hand.



The yelping wail and 'keeow' call of the Herring gull has become a common sound along this part of the Wirral coast. They regularly sit on our chimney pots and when making their distinctive cry, it sounds as if they have joined us in the living room. At one time they chiefly nested on the sides of cliffs, but now they are equally happy to nest on buildings in coastal towns and

even on inland bogs and lakes. A large bird with a wingspan of 55-68 cm., they are as much a scavenger, if not more so, than the Black-headed variety. The Herring gull has also developed the skill of cracking open shellfish by dropping them from the air. You might occasionally be fortunate to see a bird performing this trick. During their courtship the male stands next to the slightly smaller female, turns and bows to her, uttering a ‘gah-gah-gah’ sound and even bringing his chosen-one a gift of the choicest seaweed. The female lays her eggs late April – June ; usually three olive-brown eggs with darker marks, both birds sharing the responsibility of incubation which takes about 26 days.

In wintertime they are plentiful in fishing ports and harbours, their numbers swelled by others flying in from the Continent to join them. Many of the gulls head inland and roost on large reservoirs.

Their repertoire of calls is both extensive and impressive. They can be particularly loud, noisy and excitable in the mornings, their incessant cawing can be annoying if you planned to have a lie-in. One of the reasons for the chorus when their young are in the nest is defence. With their vulnerable offsprings, one parent needs to stay on relentless watch, otherwise their cannibal neighbours will come looking for an easy breakfast.

In the days of sail when seamen were known for their superstitions, it was said that the seagull carried the souls of lost sailors and that their screech was the mournful cry of the drowned mariner. Belief in gulls as ‘soul-birds’ was still evident in the coastal communities of Great Britain and Ireland up to at least the late nineteenth century. So, the next time you hear their plaintive song, give thought to *‘those in peril on the sea.’*



Laughter ~ the best medicine



In 1967, the Institute of Legal Executives printed in their journal, *The Legal Executive*, amusing, sometimes incredulous, but genuine excuses and statements made out in accident and damage reports. The following are from the books of just one firm :-

- I consider that neither vehicle was to blame but if either were to blame it was the other one.
- I knocked over a man. He admitted it was his fault as he had been run over before.
- One wheel went into the ditch, my feet jumped from brake to accelerator pedal, leapt across to the other side, and jammed into the trunk of a tree.
- I remember nothing after passing the Crown Hotel until I came to and saw P.C. Brown.
- The accident was due to the other man narrowly missing me.
- I collided with a stationary tramcar coming the other way.
- The car occupants were stalking deer on the hillside.
- I left my Austin Seven outside, and when I came out later to my amazement there was an Austin Twelve.
- To avoid a collision I ran into the other car.
- The water in my radiator accidentally froze at 12 midnight.
- Car had to turn sharper than was necessary owing to an invisible lorry.
- After the accident a working gentleman offered to be a witness in my favour.

- I collided with a stationary tree.
- There was no damage to the car as the gate post will testify.
- The other man altered his mind so I had to run into him.
- Dog on the road applied brakes causing a skid.
- I told the other idiot what he was and went on.
- I can give no details of the accident as I was somewhat concussed at the time.
- Wilful damage was done to the upholstery by rats.
- A pedestrian hit me and went under my car.

To be continued in the next issue



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Until they come at length where Mersey for more state
 Assuming broader banks, himself so proudly bears,
 That at his stern approach, extends Wyrrol fears,
 That (what betwixt his floods of Mersey and the Dee)
 In very little time devoured he might be.

Poly-Olbion. – Eleventh Song. Published in 1612.

Michael Drayton (1563-1631)

Editions of the Bible with Nicknames

A number of Bibles published down the years have earned themselves nicknames, owing chiefly to the typographical errors they contain. Here are the most notable and curious examples, alphabetically arranged.

AFFINITY (1923)

The edition contained a table of Affinity with the error : ‘a man may not marry his grandmother’s wife.’

BAD (1653)

Acts 6, v. 6. ‘Whom they set before the *disciples*’, (instead of ‘*apostles*’).

BREECHES (1560)

A name given to the Geneva Bible. Genesis 3, v. 7. ‘The eyes of them bothe were opened ... and they sewed figge-tree leaves together and made themselves *breeches*.’ (Instead of ‘*apron*’).

BRAIN PAN or SKULL (1572)

Judges 9, v. 53. ‘And a certain woman cast a piece of a millstone upon Abimelech’s head all to brake his *brayne panne*.’ (Instead of ‘*skull*’).

BUG (1535)

Psalms 91, v. 5. This also was Coverdale’s bible. ‘Thou shalt not need to be afrayed for any *bugges* by night.’ Instead of : ‘Thou shalt not be afraid for the *terror* by night.’ A later edition of 1560, gives ‘*affrated*’ for ‘afraid.’ The 1551 edition is said to be the rarest.

CAMELS (1823)

Genesis 24, v. 61. ‘And Rebekah arose and her *camels* ...’ (Instead of ‘*damsels*’).

DENIAL (1792)

Luke 22, v. 34. ‘And he said I tell thee *Philip* the cock shall not crow this day ...’ (Instead of ‘*Peter*’).

DISCHARGE (1806)

Timothy I, Ch. 5, v. 21. 'I *discharge* thee before God.' (Instead of '*charge*').

EARS TO EAR (1810)

Matthew 13, v. 43. 'Who hath ears to *ear*, let him hear.'

FOOL (c.1635)

Psalms 14, v. 1. 'The fool hath said in his heart : There *is a* God.' (Instead of 'There is *no* God'). This printing error cost the printers £3,000 in fines (a vast sum in those days) and the edition was suppressed.

FORGOTTEN SINS (1638)

Luke 7, v. 47. 'Her sins which are many are *forgotten*.' (Instead of '*forgiven*').

GOOSE (1560-1616)

Editions of the Geneva Bible printed at Dort, was so-called because of the goose depicted on the title-page.

HE (1611)

In the two earliest editions. Ruth 3, v. 15. '... and *he* went into the city' (Instead of '*she*'). Strange to say, 'He' is the correct translation of the Hebrew but nearly all modern editions (except the Revised Version) still print 'she'.

IDLE (1809)

Zechariah 11, v. 17. 'Woe to the *idle* shepherd.' (Instead of '*idol* [worthless] shepherd').

JUDAS (1611)

Matthew 26, v. 36. 'Then cometh *Judas* with them.' (Instead of '*Jesus*').

LARGE FAMILY (1820)

Isaiah 66, v. 9. 'Shall I bring to the birth and not *cease* to bring forth.' (Instead of '*cause*').

LIONS (1804)

This Bible contained a number of errors including : Kings I, Ch. 8, v. 19. '... but the son that shall come forth out of thy *lions*' (Instead of '*loins*') ; and Galatians 5, v. 17. 'For the flesh lusteth *after* the spirit.' (Instead of '*against*' the spirit).

MORE SEA (1641)

Revelations 21, v. 1. '... and there was *more* sea' (Instead of '*no more*' sea).

MURDERERS (1801)

Jude, v. 16. 'These are *murderers*' (Instead of '*murmurers*'). Also : Numbers 35, v. 18. 'The murderer shall surely be put *together*' (Instead of '*to death*'). And in the 1795 edition, Mark 7, v. 27. 'Let the children first be *killed*.' (Instead of '*filled*').

PLACE-MAKERS (1562)

Second edition of the Geneva Bible, sometimes also known as the Whig Bible. Matthew 5, v. 9. 'Blessed are the *placemakers*.' (Instead of '*peacemakers*').

PRINTERS (1702)

Psalms 119, v. 161. '*Printers* have persecuted me without a cause.' (Instead of '*princes*').

ROSIN (1609)

This was the Douai Bible. Jeremiah 8, v. 22. 'Is there noe *rosin* in Gilead' (Instead of '*balm*').

SIN ON (1716)

John 5, v. 14. '*Sin on more*' (Instead of '*Sin no more*'). This error was undiscovered until the whole edition of 8,000 copies had been printed and bound.

STANDING FISHES (1806)

Ezekiel 47, v. 10. '... the *fishes* shall stand upon it.' (Instead of '*fishers*').

STING (1746)

Mark 7, v. 35. '... the *sting* of his tongue was loosed.' (Instead of '*string*').

TO REMAIN (1805)

Galatians 4, v. 29. '... him that was born after the Spirit, even so it is now.' The words '*to remain*' were inexplicably added after 'Spirit'.

TREACLE (1568)

Also known as the Bishops' Bible. Jeremiah 8, v. 22. 'Is there no *tryacle* in Gilead' (Instead of '*balm*'). Coverdale's Bible of 1535 uses the word 'triacle'.

UNRIGHTEOUS (1653)

Corinthians I, Ch. 6, v. 9. 'Know ye not that the *righteous* shall not inherit the kingdom of God' (Instead of '*unrighteous*'). Also, in the same edition, Romans 6, v. 13. 'Neither yield ye your members as instruments of *righteousness* unto sin.' (Instead of '*unrighteousness*').

VINEGAR (1717)

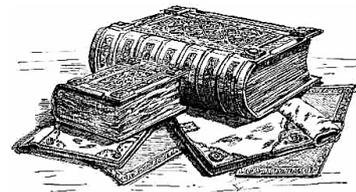
Luke 20, in the chapter heading : ‘Parable of the *Vinegar*’. (Instead of ‘*Vineyard*’). This Bible was printed by John Baskett and there were so many misprints in it that it became known as the ‘basketful of errors’. The printer narrowly avoided bankruptcy as a result.

WICKED (1632)

Sometimes also known as the Adulterous, or Unrighteous Bible. The word ‘*not*’ is omitted from the seventh commandment, thus reading : ‘Thou shalt commit adultery’. There is a theory that the mistake was deliberate and due to a long-standing quarrel between two men who were competing to obtain the patent for Bible printing for themselves. One of them is said to have suborned the workmen of his rival to allow the blasphemous misprint to pass, confident that it would ruin his opponent.

WIFE HATER (1810)

Luke 14, v. 26. ‘If any man come to me and hate not his father and mother ... yea and his own *wife* also’ (Instead of ‘*life*’).



Answers to the quiz questions on page 9.

- {1} Mrs. Hilda Gamlin (1844-1898). She wrote five books during the 1890s including another work on the Wirral : *Memories, or, The Chronicles of Birkenhead ...* (1892).
- {2} The Glegg family. They were also to be found in Caldby Grange, Irby, and Tranmere. In 1380 Gilbert Glegg married the heiress of Gayton Hall.
- {3} Emy Lyon later became Lady Hamilton, wife of Sir William Hamilton, British Ambassador to Naples and mistress to Lord Nelson. She died in 1815 and was buried in Calais where a monument now marks her first resting place. Her father, Henry Lyon, was blacksmith at Denhall. The cottage where Emy (later, Emma) was born, still stands at Ness.
- {4} The married couple were Quakers, who were then looked upon as evil Dissenters. Refused burial in Burton churchyard, they chose, it was

said, the centre of a woodland pathway where men who had stood on their hearts when alive, might daily trample on their heads when dead.

- {5} The *Alabama* was the raider. Attempts were made in London to prevent the ship leaving the Mersey, but she proceeded straight from her sea trials to the Azores where a Confederate crew took over. After a two-year cruise in which she wrought havoc on Union shipping, *Alabama* was sunk by *USS Kearsarge* in 1864 off Cherbourg. Her wreck was discovered by the French Navy in 1984.
- {6} George Frideric Handel. There is a myth that Handel travelled from Chester to Parkgate in 1741 in order to embark for Ireland. In fact, the wind was unfavourable, so Handel sailed instead from Holyhead. However, on returning from Ireland in 1742, he did land at Parkgate.
- {7} Leasowe Castle was known as Mock Beggar Hall, named after the sandbank off the coast at Leasowe. Prior to that, it was at one time called New Hall.
- {8} Birkenhead Park. Opened in 1847, it was designed by Joseph Paxton (best known for his design of the Crystal Palace). Its design influenced Sefton Park in Liverpool, and Central Park in New York.
- {9} Denhall. The quay was built to serve Ness Colliery, which, together with Little Neston Colliery, stretched two miles under the Dee. From the quay, coal was loaded into ships for export.
- {10} Seacombe, where the station lay near to Seacombe Ferry to accommodate passengers from Liverpool. The line opened in 1895 and closed to passengers in 1938 and to goods in 1963. The cutting on the approach to Wallasey Tunnel formed part of the line.



Editor's Endnote :

The Editor would like to thank Sheila Saunders for her contribution to this edition of the *Dispatch*.

Editor's email address :

michael@marinecannon.com

Michael Nash.