



# Newsletter of the South Shields Local History Group



Issue 144

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## Introduction

In this month's edition, we've some fascinating articles on James Evans the Edler, Wright's Biscuit Factory and Tugs, as well as, another instalment of 'Stories of Old Shields' entitled 'Queenie, from Slave to Role Model'. The Wednesday Heritage Club welcome Ken Smith to The Word, while South Shields Museum has a display celebrating the life of Dr. Winterbottom. We've details of a book launch 'Eileen: The Making of George Orwell' at The Word and a series of books written by local writer Lorna Windham. And finally, our Vice-Chair, Jean Stokes, would like to invite members to our next informal meeting for a special presentation regarding our 'Women at Work' project.



## **Women at Work**

I'm delighted to report that group member Alan Johnson has donated some fascinating material about his mother, Jenny, including a fascinating interview which will be broadcast at our next informal meeting.

During the course of our research regarding our new 'Women at Work' display we've identified two aspects to the project. Firstly, the broad background of jobs undertaken by women and secondly 'specific local people' such as Amy Flagg, Anne Seymour and Jenny Johnson (Alan's mother) – but we need more! If you could add to the research in these or any other areas, please approach one of 'the committee' or better still, come along to our informal on Monday 6<sup>nd</sup> March at Cleadon Park Library, 5.15–6.45pm.

Finally, Dorothy would like to thank Pam, Joyce and Beryl for their help in identifying old slides of South Shields at February's informal meeting.

Submitted by Jean Stokes

## **The James Evans Story.**

Part 2 - James Evans the Elder (1715-1800)

James Evans the Elder's will provides a good insight into his living family, his property and his possessions. This is the most significant record I have relating to my 5<sup>th</sup> great grandfather. Other than the sections in Amy Flagg's excellent book, I have few additional references. It is unclear as to when he settled in South Shields. This was most probably in the 1760's which raises the question as to where he settled between the end of his indentures in the 1740's when he qualified as a shipwright. The local church records bearing the name of Evans other than that of his burial, I can only connect to his son.

The BNA has proved to be a valuable source of information with over ten references relating to James's shipping activities and his status as a premier shipbuilder during the 1770's and 1780. In the clipping below, he together with 11 other shipbuilders is railing about the employment of unqualified carpenters as shipwrights in the shipbuilding industry on mouth of the Tyne.



Amy Flagg identifies William Wallis, William Gilley, William Oswell, Richard Bulmer, Simon Temple, Lockwood Broderick, William Forster, Jacob Bell, James Evans and John Wright as shipbuilders in South Shields predominantly in the Shadwell Street area other than the Hearn's who were associated with North Shields. By the end of the 1780's many of these shipyards encountered financial difficulties resulting in bankruptcy. James Evans the Elder was operating in 1786 from the Market Street in close proximity to Simon Temple's dock. Perhaps this proclamation was issued by the shipowners because they had encountered a downturn in orders, and they wanted to ensure that shipwrights had an entitlement to the available employment.

#### Apprentice Shipwright

James Evans like many of the shipyard owners was a shipwright apprenticed in Newcastle as far as I can establish, to Thomas Scott. This information is from a more recent aspect of my research, working through the microfiches references to



shipwrights in The Tyne and Wear Archives. There were few exclusive shipbuilders at the time of James Evans the Elder's apprenticeship during the 1730's and of those listed, none of them bore the name of Scott. Prominent shipwrights building at Newcastle in the 17th century was *Steel, Greene, Wilkinson and Wrangham*. Most of whom had connections with South Shields.

James Evans the Elder, may well have been apprenticed to a member of the famous Scott family of Sandgate, from which John Scott, the first Lord Eldon and Lord Chancellor (1751), was a direct descendant. It was he who gained notoriety in his elopement with Bessie Surtees (1754-1831). In 1772, she climbed from a second-floor window at her home in Sandhill and according to the story, into the arms of penniless Oxford University student, John Scott.

The Scott family from lowly beginnings, prospered via the coal trade, starting with William Scott (1696-1776) who in 1716 was apprenticed to a coal fitter eventually owning several keels, a public house and later a ship with the granting of the freedom of Newcastle as a hoastman, member of the ancient guild.

### Rise and Fall of Shipbuilding

British shipbuilding was encouraged in 1685 by an Act of Parliament passed to penalise the use of foreign tonnage providing an opportunity for the expansion of ship building on the Tyne at Newcastle. However, this was short-lived as by 1722 some Tyne skippers were quoted as saying "*Shipbuilding had formerly flourished at Newcastle*". The reason for this contraction, was that the main export from the river was that of coal and an effective and indeed cheaper method was in the use of Keels, small wooden boats which could carry up to 21 tons of coal from the pits up the Tyne to the mouth of the river where the coal was loaded on to larger seagoing vessels. By 1725, there was an estimated 400 keels in operation.

The keels serving the Tyne were usually built on a strip of the bank of the river from which they could easily be launched. A supply of timber, shipwrights and labourers were the main requirements and certainly a much cheaper option than the construction of dockyards including the purchase of equipment. Dock buildings or equipment such



as cranes was not required. Price was the major issue; the cheaper the coal could be transported to London, the less chance there was from the coalfields elsewhere in the country being competitors in the trade. I also have a keelman ancestry starting in South Shields with William Pollard (1758-1846).

#### Origins of James Evans the Elder

I have also pondered for several years as to the place of birth of James Evans the Elder recently, settling after a process of elimination on Berwick upon Tweed where a James Evans was baptised on the 10<sup>th</sup> April 1715, the son of Margaret Richardson and James Evans who had married in the town in 1711. It was not until 1751 that ship building commenced on the River Tweed which explains in part, James's apprenticeship in Newcastle.

Once James Evans the Elder qualified as a shipwright in the early 1740's I have been unable to establish where he was employed, he may well have worked in this capacity for Robert Wallis. It was he who famously broke the monopoly of Newcastle Corporation in the control of shipbuilding by the Shipwrights Company in his construction of a vessel in a yard in Shadwell Street adjoining Coble Landing 1718/1720 and defending two lawsuits in the process. The lack of church records suggest that he may well have lived and worked in a more prominent shipbuilding area elsewhere in the country.

However, I am confident that by 1770 at the latest, James Evans the Elder was again on Tyneside as a shipbuilder in South Shields.

*4<sup>th</sup> January 1771 James Evans (Junior) was apprenticed to Richard Scott at South Shields with his indenture paid by James Evans, Shipwright of South Shields. A sum of £3 2s 2 ½d was paid the 11<sup>th</sup> July 1780 for his release.*

I have found several references to both James Evans father, son and grandson in '*The Records of the Company of Shipwrights of Newcastle upon Tyne, 1622-1967*,' volume 184, edited by David Rowe & published by The Surtees Society in 1970 of which this is the earliest.

Heather V Thomas



### **Wright's Biscuits: L. Wright and Son Ltd (part 2)**

In 1791 George Waller founded a business as a Ship Chandler, grocer and ships biscuit baker at 1 Dean Street. The premises ran through to West Street where he had his bakehouse and bond.

In 1827 Leonard Wright married George Waller's daughter, Jane, and was persuaded to take over his father-in-law's business. His son William, was apprenticed to his father. He was taken in to partnership in 1857 and the firm was thereafter known as Leonard Wright and Son. William Wright built a steam biscuit factory - the first such – and warehouses on the riverside in East Holborn in 1858 – probably on the site of the property owned by his great grandfather, Leonard Wright, and left by him to his father Leonard.

Goods to and from there were transported mainly by wherry from the adjacent quay. In the late 1800s as sailing vessels gradually disappeared, the market for 'Ship's Bread' declined and the firm started making fancy biscuits for the domestic market. At the turn of the century the Tyne Dock site was acquired, and rail transport became the norm. The Holborn site was sold.

It is recorded that during the Franco Prussian War, 1870-1871, the factory worked night and day for twelve months and produced 50 tons of biscuits a week for the French Government using over 400 sacks of flour. The Dean Street premises were a few years later found to be too small for the ship-chandlery and the firm acquired a house and garden at the corner of Dean Street and Ferry Street which belonged to a Dr. John Toshach who was a relation through his wife, Selina Young probably a granddaughter of the shipbuilder, George Young. On this site a substantial building was built opposite the ferry landing, giving ample space for the store, bond, and offices, probably in the late 1860s. This building later belonged to Messrs Cowie.

William Wright left the area in 1879-80 (?) and passed the business to his brothers Leonard and John. Both died in early middle age and his remaining brother, Henry, was persuaded to leave the National Provincial Bank and take over the management in 1886.



Henry eventually acquired full control of the business and it was during his reign that the move to Tyne Dock took place. (See Plans: 1900) The ship-chandlery business was sold to Runciman's, who later resold to Constantine. He died in 1922 and the firm was managed by his son, Harry Waller Wright, on behalf of the family until it went into liquidation in 1933.

During the 150 years of its existence, covering, including the founder, Mr. Waller, five generations, no-one outside the family held an interest. Altogether ten Wrights were involved directly in the business.

If anyone can help with the photograph of Wright's old Holborn factory (which featured in last month's newsletter) or any other aspect of this fascinating part of South Shields' history, please contact your editor or email me at [peter.lawson87@ntlworld.com](mailto:peter.lawson87@ntlworld.com)

Submitted by Peter Lawson

### **Tugs**

In her book "Aall T'githor Like the Old Folk of Shields", Janis Blower writes a fascinating article on Tugs. Over the years the people of South Shields have often been moved by the sight of large ships entering the river with the help of tugs.

Sadly the number of ships operating on the river Tyne has been very greatly reduced, only a handful Tugs serve shipping, not only on the River Tyne, but also on the River Wear and at the port of Blyth .

Today's ships are allowed greater manoeuvrability by bow thrusters and other aids which have reduced the need for tugs, but in past years, these rugged little vessels were the first to be called on when the weather turned bad and a helping hand was required to steer the narrow course way of the Tyne.

The tugboat men, like the River Tyne Pilots, during the 19<sup>th</sup> century, went seeking their work among the many sailing ships which could be found off the North East of England's coast.

Cont....



Tyne Tugs: Impetus, Maximus, Southsider, Eastsider, Cullercoats & Quaysider.(1967)

( Image courtesy of <https://www.southtynesidehistory.co.uk/> )

The tug boatmen were nicknamed toshers by Merchant Seamen and 'bargaining for a tow' was on many occasions conducted by shouting across the water; nothing was ever written down on paper, a gentlemen's agreement between skippers was all that was needed.

The competition for work was fierce among the Tugboat men. A private arrangement with the shipping agents; a windlass which allowed a tugboat to quietly slip away from her rivals at night without being noticed, and a new supply of newspapers, bread and fruit for the voyage-weary vessel known to be inbound, were all tools of the tugboat owners trade.

The Tugboat men represented a very closely-knit community in which father often worked alongside son, it was one of the last old river callings to retain its own odd ways of both customs and language.

In today's world of highly tech 'ship-to-shore communication', it is sadly no longer necessary for a ship to 'blow' for a Tug – "blowing the knocks" as these coded blasts on their steam whistles were known.

Submitted by Andrew Grant





### Stories of Old Shields (4) Queenie, from slave to role model

The dates are unknown, but possibly around 195 CE an unknown woman in St. Albans, then known as Verulamium, gave birth to a daughter whom she named Brenhiness. The woman worked as a domestic slave in the house of a prosperous merchant. This merchant, or his adolescent eldest son, might have been the father of Brenhiness; providing sexual services to the master and his family was part of the job description of a slave, whether male or female. Alternatively the father might have been the male slave recognised as the woman's regular partner.

Brenhiness, as the daughter of a slave, was by law also a slave. Her mother at least was British, one of the people known as the Catuvellauni who occupied the area now known as Hertfordshire not far from Watford Junction. She would therefore have spoken a local dialect as her mother tongue; we would now term it one of the dialects of old Welsh, though the earliest written evidence of the Welsh language dates from the 7<sup>th</sup> century in the poem of Aneurin on the battle of Catraeth (Catterick). But growing up in a Roman household Brenhiness would also have become familiar with the Latin language. She would not of course have received any formal education, and started work at the age of 5, sweeping and cleaning the mosaic floor of the main dining room after the long and rather messy feasts hosted by the merchant. As the years went by she learned the full range of domestic duties: the washing of clothes, cooking, waiting at table, and so on. But her life was turned upside down when she was 12 years old, for in that year the merchant became bankrupt and had to dispose of his house and of his slaves. Brenhiness was sold to a slave dealer who ran one of the slave markets in the city of London.

Buying a slave was rather like buying a horse. Slaves did not come cheap and a prospective purchaser wanted to be sure that he or she was getting a fair bargain. This entailed a full physical examination of the naked slave and it was obviously a humiliating experience for the slave offered for sale to be poked and prodded by a succession of potential buyers. Brenhiness, as a young and attractive girl reaching puberty, would have been well aware that any purchaser was likely to take her to his bed. Slaves of both sexes were commonly regarded as available for the sexual gratification of their masters (mistresses were not supposed to indulge, a classic case of double standards, but Roman satirists suggested that any such rule was not in fact observed). In this respect she would have been an attractive proposition to the various brothel keepers who browsed all new arrivals in the market, but her knowledge of Latin and her training in domestic duties would have raised her price beyond what they were willing to offer. Mattingly cites the case of Fortunata, a girl from Western France, who was sold to a British buyer for 600 *denarii*, twice the annual pay of a Roman legionary soldier. This price was exceptional, and unfortunately we do not know her special qualifications.

One of the visitors to the market that day was a Syrian trader newly arrived in Britain from the continent. He had travelled from the main Channel port of Richborough to London and, as a maker and purveyor of banners and standards for the army, was on his way north to set up business in the area of Hadrian's wall. The planned invasion of Scotland by the emperor Severus involved a major reinforcement of the northern army and provided the trader, named Barates, with an excellent business opportunity. He planned to centre his activities on the principal supply bases at Catterick, South Shields and



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Corbridge. Before going north he needed to recruit male slaves to help with the business and one or more female slaves for his household. His choice fell on Brenhiness and with her and his other new acquisitions he set out on the road north, a route well provided with posting stations (mutationes) where they could change horses and overnight lodgings (mansiones). While Barates probably travelled on horseback the slaves might have been lucky to be provided with donkeys.

I have suggested above that Brenhiness's mother tongue was old British/Welsh with Latin as a second language. Barates came originally from the great city of Palmyra and would have spoken a version of Aramaic as his mother tongue, with Greek as his second and Latin as his third language. Palmyra lay at the western end of the great continental trade route from China, later to be known as the Silk Road, and silk and spices were the most valuable products reaching the Roman empire from the East. The Romans had first come across silk in 53 BCE in the most inauspicious circumstances, their Eastern army being terrified and routed by the sight of the Parthian silk banners at the battle of Carrhae in northern Mesopotamia. Subsequently silk had become the must have fashion material for rich Roman women, provoking Mary Whitehouse style fulminations from moralists and poets about the corrupting decadence of supposedly respectable women now appearing almost naked under their transparent silk wraps, and possibly more serious concerns about the effect on the balance of payments of the huge sums being paid to Eastern merchants for the unnecessary luxuries of silk and spices.

It was inevitably not long before Barates took Brenhiness to his bed, possibly at one of the overnight lodgings on the road north from London. With slaves there was no age of consent. Presumably they said what they had to say in Latin as Barates would have had no reason to learn British and Brenhiness would have had no knowledge of either Greek or Aramaic. We do not know how long Brenhiness remained a slave and a concubine, but we do know that at some point Barates granted her freedom from slavery so that he could marry her (a Roman citizen could not marry a slave, but was quite at liberty to marry a freedwoman). He gave her the new name Regina (Queenie), probably as a term of affection or possibly because Brenhiness was the British word for queen. Perhaps he also gave her some silk to make clothes for her to wear at home.

Brenhiness/Regina now became the model Roman wife depicted on her tombstone in the fort at Arbeia with her Roman dress and a casket for household possessions, her distaff and spindle and a basket of wool, all symbolising her commitment to the duties appropriate to her new station. Although this assemblage of accessories looks very conventional it is unique among Romano-British tombstones, although standard in Palmyrene funerary art. Also unique in Britain is the Aramaic text ("Regina, the freedwoman of Barates, alas!") added at the base of the Latin inscription. This is carved much more fluently than the rather stilted Latin letters and this observation, together with the domestic assemblage noted above, led David Smith to suggest that the stone was carved for Barates by a Palmyrene sculptor living in South Shields at the time of Regina's death.

The tombstone does not indicate whether she had any children with Barates (if so, are their descendants still with us?), but does tell us that she died at the relatively young age



of 30. Barates himself continued his business with the army of the north, dying at Corbridge where his tombstone can be seen.

Freed slaves formed a large group within Roman society and many Roman citizens had slave ancestry. As a result slavery in the Roman world never gave rise to the racial prejudice endemic in the centuries of the African and West Indian slave trade, or to the enduring racial prejudice in the United States and elsewhere in the Western world. And Toner reminds us in his closing comment that “there are more slaves in the world today than there were at any point in the life of the Roman empire”.

“To the divine shades of Regina of the Catuvellaunian people, a freedwoman and wife of Barates of Palmyra. She lived for 30 years.” “Regina, the freedwoman of Barates, alas!”.

Sources:

Jerry Toner, *How to Manage your Slaves*, Profile Books 2014

David Mattingly, *Imperial Possession: Britain in the Roman Empire*, Penguin 2007

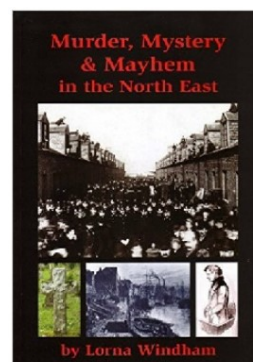
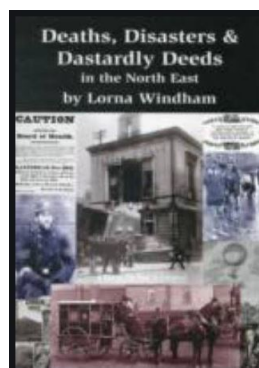
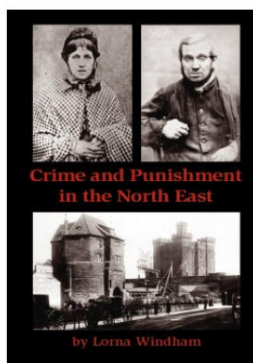
D J Smith, “A Palmyrene Sculptor at South Shields?”, *Archaeologia Aeliana Series 4, No 37* (1959), 203-210

J C Bruce, “On the Recent Discoveries in the Roman Camp on the Lawe”, *Archaeologia Aeliana Series 2, Vol.10* (1885), at pp 239-243

Submitted by Tim Griffiths

**Local Writers: Lorna Windham**

Lorna Wyndham is the author of three local history books: 'Crime and Punishment in the North East', 'Deaths, Disasters and Dastardly Deeds in the North East' and 'Murder, Mystery and Mayhem in the North East', published by Summerhill Books.



For those that like romantic historical fiction, Lorna has also penned *The Jacobite's Daughter*, *The Rebel and the Redcoat* and *The Jacobite Affair*, as part of the Code of Honour Trilogy.



## The Jacobite's Daughter

1745. Highland lass Morag McColl is deeply in love with Euan Stewart, the Laird's son. When Euan and his brothers leave to join the Jacobite Rising, Morag runs away with the baggage train in order to be near him. While Euan fights for the Cause on bloody battlefields, Morag is drawn into a world of secrets and spies, intrigue and injustice. On the run from the brutal redcoats, Morag is also in constant danger from those from both sides of the conflict who want to use her for their own ends. Will this brave lass ever find happiness with her true love?

## The Rebel and the Redcoat

Scotland 1745. Jilted by a man she'd never met, Lady Anne Kerr is ostracised by society. She catches the eye of Phillippe Etienne, the French privateer and Jacobite she worshipped as a child, but somehow she cannot forget Rob Stewart, the man she should have married. Meanwhile Rob Stewart renounces his unobtainable first love, the mysterious 'M', and, rejecting his Jacobite family's beliefs, enlists as a redcoat. When Anne becomes a Jacobite spy she finally meets Rob. They are strongly attracted to each other but are on opposing sides of the bloody conflict. Anne has dangerous links to supporters of Bonnie Prince Charlie, Rob is tasked with his capture. Each one holds a secret that, if discovered, would mean death. Obligated to marry, Anne and Rob settle into an uneasy relationship. Can their marriage survive or will war and politics tear them apart?

## The Jacobite Affair

Scotland 1732. A tangled tale of passion, adventure and betrayal. Childhood sweethearts Kirsty and Johnnie are torn apart by the 1745 rising. Kirsty is left to struggle on her family farm, whilst Johnnie is honour bound to join the Jacobite cause. She is forced to live a life she hates and friends become enemies. Johnnie's greatest fears are realised on the bloody battlefield of Culloden and his actions will haunt him for the rest of his life. In the brutal aftermath, Kirsty and Johnnie find themselves on opposing sides. Passion is rekindled when dark secrets are shared. Can their love conquer what fate has in store?

Submitted by James Mulholland



### **Wednesday Heritage Club**

This is unusual – as the February event will be taking place after the Monday meeting, so it does allow me an opportunity to remind everyone, that on Wednesday – this week - February 19<sup>th</sup> at 2pm the guest at The Word will be Ken Smith.

Now it is exactly 12 months since Ken was a guest, and on that occasion he picked out 7 ships built at yards on South Tyneside, in order to tell their story. At a very rough calculation the total number was well over 700, so quite a task.

This week, he is a long way from his usual mining and shipping topics- North East ghosts- unknown to me, Ken has a long and active interest in the subject, for more on the subject - come along to his talk – he is keen to hear peoples own stories.

Moving forward to March, and back to the usual 2<sup>nd</sup> Wednesday slot - March 11<sup>th</sup> @ The Word, 2pm - should be a bit special. The local author Dr Dan Jackson will be talking about ‘the Northumbrians- their history and culture’. This is based on his recent book, which is on the bestseller lists at Waterstones. Dr Dan has appeared at events in Newcastle last autumn, to large appreciative audiences. I know - as I was there.

Down to earth, passionate and definitely unstuffy, get your tickets early- they will go on sale from the date of Ken’s talk – February 19<sup>th</sup> – this Wednesday.

Just to let you know that in April - it will be a first for The Wednesday Heritage Club, it will be featuring a play by a local amateur theatrical group based on the St. Hilda Colliery Pit disaster. Having seen this at an early stage, this will be a powerful piece of our history and I would encourage you to support this work.

And finally, I’d like to thank ‘South Tyneside Libraries’ and the staff of The Word for all their help with the Wednesday Heritage Club presentation’s. For a full range of events taking place at The Word, please visit <https://theworduk.org/>

Submitted by David Whale



## **Eileen: The Making of George Orwell**

This event takes place at The Word on Saturday 28<sup>th</sup> March. Tickets cost £2.

Richard Blair, the adopted son of author George Orwell and patron of the Orwell Society will be joining us at The Word alongside Sylvia Topp, author of the novel 'Eileen: The Making of George Orwell'. Sylvia will be launching and discussing her book, which is the never before told story of George Orwell's first wife, Eileen O'Shaughnessy, a woman born in South Shields who shaped, supported and even saved the life of one of the 20th century's greatest writers. The event will also include Jarrow-born Tom Kelly 'in conversation' with Richard Blair and there will be an opportunity for the audience to ask their questions. There will also be a showing of Gary Wilkinson's 'Wildflower' film, about Eileen O'Shaughnessy.

*As the adopted son of George Orwell, I am honoured to be invited to be patron of this society. Since there is no blood relationship, I have followed a very different career path. My upbringing and training is in agriculture, followed by a period working for a well known tractor company. Redundancy in the mid-eighties led to a complete change, which involved the ownership of a holiday complex. Following the sale a few years ago I am now fully retired and am in a position to give more time to all things Orwell, including the Orwell Society. I hope that it will provoke, not only light-hearted and serious discussions about Orwell himself, but also about the issues he took passionate interest in'. (Robert Blair)*

Sylvia Topp began writing seriously in her forties, creating an eclectic variety of articles and short stories. A compilation of her work will soon be in print. She was the long time wife and partner of Tuli Kupferberg, a Beat poet who later was a co-founder, in 1964, of the Fugs, a legendary rock and roll band. Together Sylvia and Tuli wrote and designed over thirty books and little magazines, including *As They Were*, *1001 Ways to Live Without Working*, and *Yeah* magazine. Sylvia has worked in the publishing world since college, starting as a copy editor on medical journals, then moving to freelance editing at major literary publishing houses. After that, she joined the staff at *The Soho Weekly News* and later *The Village Voice*, ending her publishing career recently, after sixteen years in the editorial department at *Vanity Fair*. She is now retired and planning a memoir of her life's adventures.

The online blog <https://garyalikivi.com> is full of interesting articles featuring different aspects of life in the north east including details of the 'Westoe' book by Dorothy Fleet.

Submitted by Gary Wilkinson



# Newsletter of the South Shields Local History Group



## Notice Board

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Our next monthly speaker meeting will take place on Monday 16th March, while our informal meeting is on Monday 2<sup>nd</sup> March.

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The South Tyneside Branch of the Northumberland & Durham Family History Society meet at St. Hilda's Church 'Visitor Centre'. The following 'talks' take place on Wednesday at 1.30pm. On the 19<sup>th</sup> February – 'Photos, Problems, Solutions' – a talk by John Ward and on 18th March "Central Gateshead Disappears' - a presentation by John Boothroyd.

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To celebrate the life of Dr. Winterbottom (1766-1859), the South Shields branch of the Workers Educational Association is holding a free exhibition at South Shields Museum.

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South Tyneside Library Service offers FREE access to a wide range of websites, such as <https://www.britishnewspaperarchive.co.uk/> for national & local newspapers, as well as <https://www.ancestry.co.uk/> and <https://www.findmypast.co.uk/> for family history records.

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And finally, on behalf of the group, I'd like to thank Leyla Al Sayidi for her very interesting and highly entertaining talk at last month's meeting. To check out the 'Yemeni Project', please visit the website <http://www.theyemeniproject.org.uk/>

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## Contacts / Membership Details

If you have an article, a request for information or anything to do with South Shields' History that could be included in the newsletter, please leave details with our Editor James Mulholland at any of our meetings or email [jim.mulholland@blueyonder.co.uk](mailto:jim.mulholland@blueyonder.co.uk) Membership of the group is only £5 per year and this entitles you to free entry to the group's monthly speaker meeting ('a history talk') and a copy of our monthly newsletter. We hold all of our meetings at Cleadon Park Library, The Primary Healthcare Centre, The Nook, South Shields. Parking is Free. The 'informal meeting' takes place on the 1<sup>st</sup> Monday of the month and our monthly Speaker meeting on the 3<sup>rd</sup> Monday – both between 5.15pm - 6.45pm (except for Bank Holidays or at Xmas when we have a fun quiz at the New Ship on the second Monday of the month). For more information and to keep up-to-date with group activities, please visit our website [www.southshieldslhg.org.uk](http://www.southshieldslhg.org.uk)

Chairman: Alan Newham    Library Liaison Officer: Catrin Galt    Museum Liaison Officer: Adam Bell    Patron: Janis Blower