

The origins of the Caws family of Seaview
from a 1926 transcription of the original
W.E. Matthews manuscript

This copy of the origins of the Caws family of Seaview is a transcription of a typed copy dated 12th. April 1926 produced by **Frank Byron Caws Barton**. The note below was added by **Frank**, the original **W.E. Matthews** manuscript starts on the following page.

This text is basically a copy of **Frank's** transcript with a few minor changes (mainly punctuation) and addition of names where the text appeared confusing, additions are within square brackets. I've corrected (within square brackets) some errors I've noticed but have not checked that every relationship is recorded correctly. Even with these changes, some parts of the text are still hard to follow and, in places, disjointed – so another issue will appear shortly to address these issues and also include additional generations in some lines.

Antony Barton - Old **John Caws** being my 5 x great grandfather.

This transcript originally December 1988 – revised October 2012 – issue 1

The following account of the origin of the **CAWS FAMILY** in the Seaview district was composed by **William Edsall Matthews**. Faithfully chronicled in his own handwriting, it was commenced in 1888, for his daughter **Miss Emily Bell Matthews**. **Mr Matthews** ailed for several months prior to his death in 1895, and was unable to complete his interesting and valuable work.

His daughter offered to write further accounts of contemporary life from his dictation, but **Mr Matthews** was reluctant to record his impressions except by his own pen.

The original book, now in the possession of **Gerald Henry Matthews** (grandson of **W.E. Matthews**), was given to him by **Miss E.B. Matthews** a short time before her death

W.E. Matthews was a member of the CAWS FAMILY and his ancestry is given on pages 15 and 16 [different pages number now].

(Signed) **Frank Byron Caws Barton**, 12th April 1926

This book is issued on the understanding that it may be freely circulated, but never sold or formal published.

Checkout the website <http://www.bartiesworld.co.uk/caws> for any later version.

The origins of the Caws family of Seaview
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We naturally desire to know something of our Ancestry, the parts from which our Ancestors came, the length of time they have lived in our locality, the present whereabouts of our family connections and any incidents and facts concerning them, and in the absence of any written facts concerning them, and in the absence of any written accounts we can only rely on what we have received from others by word of mouth our Mothers and Fathers have told us what took place in their day and early impressions are lasting.

My object in these lines is to give an outline of the history of the early inhabitants of Sea View as I received it in my younger days, at some future time it may be interesting to those who shall inhabit here when the present generation shall have passed away.

The three principal families originally were **CAWS, MATTHEWS, & DAVIS**, Four-score years ago Sea View as a village had no existence, it was secured to the **CAWS** family by deed from the proprietor of Fairy Hill in exchange, in reality for a house and freehold property on the Fairy Hill estate.

This field on which the original village of Sea View stands consisted of about two acres and a quarter - was divided into nine parts, the tenant Wheeler not consenting to the arrangement unless he were allowed an equal part in it, hence the boundaries are equal distances being allotted to the members of the Family [sons and sons-in-law of **Anthony**, son of **John**] by lot, and it stood thus:-

- 1 Mr Thomas Davis.
- 2 Mr John Caws.
- 3 Mr Anthony Caws.
- 4 Mr Richard Caws.
- 5 Mr William Matthews.
- 6 Mr William Caws.
- 7 Mr Robert Caws.
- 8 Mr Henry Caws.
- 9 Mr Benjamin Wheeler Tenant at the time.

These numbers are in rotation from the lower part of the village.

Boundary lines were drawn forty one feet four inches frontage and depth measured accurately leaving a nine feet road for a rope walk in which was placed a yarn spinning machine to spin yarn for the use of her vessels. They were all Pilots following the calling of their Fathers. How skilful they were and continued to be may be gathered from the fact, as far as I have been able to learn, that under the

providence of God not one of them ever lost a ship or a life under his care although the time they were occupied extends over a century and a quarter. When the class of vessels they were called upon to pilot, not only in these waters but to London and other Ports, is taken into consideration, the defective charts, the absence of lights, both as regards Light Ships and Lighthouses, this record may justly be considered very creditable, and as far as I could ever learn, (there was one suspension for three months for grounding a vessel on the Norman Bank) not one of them was entirely suspended from his office by the Honourable Trinity Board for any misconduct whatever in reference to Piloting. The class of vessel too, in which they followed their calling was such, that the marvel is, how they managed it all, still they did so, and have left their children the heritage of a good name. In the village, which is a Pilot Station at the present time, I am speaking here of the original CAWS family. I do not extend the remarks to all the Pilots in this neighbourhood, but still I think they are substantially true, all of them.

One life was lost out of the “Jane Pild” vessel on February 3rd 1827. **Thomas Matthews**, he was afterwards picked up and buried in Brighton Church yard. This was **George Greenham’s** vessel.

One also was drowned in returning from St Helens roads by the capsizing of a Wherry, the anchor of which getting loose prevented her driving to land, three times the CAWS family swamped their boat in endeavouring to reach the occupants who had got on to the bottom of the upturned boat, this was in March 1794. This was **James Caws**, he was buried in St Helens Churchyard,

“Relatives dear forbear to mourn
To think how sudden I was gone
Death does not always warning give
Therefore be careful how you live”

This inscription is on the headstone.

No other portion of Seaview including Old Fort and the land on which the houses at the lower part of the village stands was a separate purchase, all the original family being joint purchasers and it was divided amongst them, some of it has now passed into other hands, but it mostly remains in the possession of descendants of the original owners. The boat-house is the joint property of the original owners of it, the other pieces of land are all sold. We have an interest in the soil of the Waste Land but the Local Board has now taken to the road to keep in repair. The Sea Wall was built by the Caws family nearly 70 years ago to protect the high road which they were bound to keep in repair to a certain point, it is a disputed point who are responsible for the repair of the Sea Wall. I am of opinion that having in the first place built it and kept it repaired so long a time that the Caws family are, the repair of it has been legally transferred to some other party. The slipway is secured to us by deed from **Mrs Glynn**. Thus far, as regards the Territorial Characted of the Village the lease-

hold has all been let off during the last 45 years, but the obligations of the Freeholders do not extend to the lease-holders as far as the original deed is concerned, in fact, there are very few obligations at the present time, mere nominal rents of no moments whatever.

The origins of the Caws family is involved in some obscurity, the great grandfather of the present generation (to many of them another Great must be added) is said to have come from Wales, although the exact period when he settled here is not known. He dwelt originally in a cottage at the foot of the field in front of Sea Grove House and from there he moved to the Farm at Priory, at what particular in the early part of the century I do not know, nor how many of his children were born at the Priory, he was Churchwarden of St Helen's Church in 1744 I think, and as the Church was Consecrated.

[2012addition– start]

While **WE Matthews** may have had problems with identifying the origins of **John Caws**; it's now recognised that **John Caws** came as bailiff to the St Helens Priory from Kingston (Shorwell) around 1740 - his older children were baptised at Shorwell, his younger ones, at St Helens. **John** had married **Elizabeth Kennet** in 1724.

That **WE Matthews** didn't know this, needs to be borne in mind when reading the following.

[2012addition– end]

In 1719 it is not unreasonable to believe that he worshipped in the Old Church at St Helens. It may, I should think be considered almost certain. Let anyone take a walk to the Old Church and consider that only 170 years here was the Parish Church with its burying ground for the Parish of St Helens and be thankful to God that we have had a national Church to hand down to posterity the pure word of God and the worship of His Holy Name, may it be perpetuated in its purity to the end of all time.

But to return to **Old John**, one of his ancestors **William Caws** receive a Coat of Arms from the Herald's Office 300 years ago he was a citizen of London, but what deed of valour secured him this distinction we do not know, some say the family came over at the time of the Norman Conquest of this we know nothing except by tradition, it seems pretty certain their descendants have had a great liking for the sea and have been always at home on the Ocean. How **Old John** found his locality we do not know, we know that he was a man of extraordinary strength being Double Jointed, he had two sets of Joints, an ordinary man has only one and his power of lifting heavy weights was such that I have heard my Mother say he could lift the fore-part of a Farmer's wagon off the ground and take a barrel of Ale on his knee and drink out of it, he once took a tall stout man who came from Portsmouth to wrestle with him and who ridiculed him as Goliath did David on account of his size and appearance - he took the champion and threw him on the top of a high thorn hedge

and there the wrestling terminated. I heard my old Uncle once say that he was a very mild dispositioned man and sometimes he was sat-on on this account, once when reaping in the wheat field a tall strong young man 6 feet high kept slashing the wheat across his face to try to provoke him, **Old John** bore it all very patiently till they reached the bottom of the field then without warning he simply seized him and lifted him above his head on to the top of a thorn heap and there left him, these and other instances are proofs of his great strength and perhaps it descended in some few instances in a lesser degree to some of his posterity. The old man had 12 children, sons and daughters, the late **Mr John Warder** who descended in the same line possessed his family Bible with the dates of their births which he had printed on a leaflet, his daughter [**Old John's ?**] who was married to **Mr Whitbread** was **Mr Warder's** grandmother Mother. His son **Anthony [John's son]** was the Father of the CAWS family that settled here and became Pilots, their names I have already given in the division of the land, he had also one son who was poisoned by eating Hemlock by mistake, the roots of which had been thrown over a garden wall. What became of the rest of **Old John's** family is to some extent a matter of conjecture, although some light was thrown on this subject some years ago, to which we may refer toward the close of our history, for the present we content ourselves with the CAWS family at SEAVIEW.

The eldest son **Anthony [Old John's grandson]**, was twice married, he had two daughters, one of whom [**Hannah**] married **George Greenham** Pilot who settled in Seaview and finally became noted as a yacht captain. The other [**Mary**] married her first cousin **Robert Caws** who, after narrowly escaping shipwreck in the great storm of 1824 in the month of October (a storm I very well remember) fell into consumption and died the following January leaving one daughter **Emily**, who died previously to the death of her Mother, which took place, if I remember rightly, about 1833 having married **James Midlane** whom she left a widower. **Mrs [Hannah] Greenham** died before her husband leaving two sons and two daughters, (her daughter **Hennrietta, Mrs George Matthews**, having died before her Mother). Her two sons **George [Greenham]** and **Robert** both Pilots resided in Seaview, **George** died August 1886 leaving one son who married the daughter of **Mr Silas Caws**, her son **Robert** still lives, her daughter **Marianna** married **Ashford Caws** Pilot who died in 1875, her other daughter **Georgiana** married **Samuel Matthews**, Pilot and yacht captain and now settled in their own house "Madeira Cottage" in Seaview. **Rosa**, the daughter of **Mrs George Matthews** died of consumption some years ago. The other daughter **Eliza [Jane married Byron Jones Caws]** and still lives in Seaview.

Anthony Caws died in the month of May 1838 and was gathered to His Fathers in St Helens Churchyard where nearly all the posterity of his Fathers have found a last resting place. A few years ago I reckoned them up, there were only three exceptions, there have been since about as many more, this relates exclusively to the family of the **Grandfather Anthony Caws**. **Robert Greenham** has three sons and one daughter, he married the daughter of **Mr Burden** of St Helens, his son **Robert** is

married and settled as a Pilot in Seaview, one son died, the other is in business as a wine merchant at Shanklin where his Father principally resides, his daughter living with him.

There then we leave **Anthony** and come to his brother **William [Snr]**, he married **Harriet Chessell** and built the large house now turned into the Seaview Hotel. I think he had four children one son **William**, one daughter **Harriet**, one **Clarissa**, and one **Caroline** [and **Matlida**].

William Caws was a remarkably clever man, he became a school-master at Brading but disliking it procured a licence for the House and turned it into "The Oak Hold", an Oak Tree growing in front at the upper side of the property. He married **Mary Midlane** of Brading and had two sons and two daughters, **James**, **George**, **Elizabeth** and **Emma**.

Another daughter [of **William Snr.**] **Matilda** became **Mrs William Midlane**.

James married **Drusilla Shiner**, he kept the hotel until his death about 1860 when the Hotel was sold and has been kept by the present proprietor **Mr Temple** since the purchase of it.

His son **George** married **Esther Richards** of Ryde, he went to London, continued in business, acquired a fortune and died in 1885, one daughter married a person of the name **Medsett**, her husband is dead, she still lives and is in London, I believe with one of her sons. **George** had three sons.

The other daughter [**Elizabeth**] married **Andrew Daish**, Builder, who died about 10 years ago. Their son **William** dying shortly afterwards, her two daughters occupying the house their Father built during his lifetime. Of the other daughter of **Mrs William Caws** I know nothing except that she married a man of the name **Sibthop**, but of him I know nothing. **William Caws Junr.**, died at Plymouth in the Spring of 1837 or '38 and was buried there, he was not brought to St Helens for burial. **William Caws Senr**, (Uncle Bill) died in the year 1825 in March. I think his daughter **Caroline** who walked with crutches from a cold caught by sitting on the damp ground died exactly a year afterwards, she had been a great sufferer for a long time and said she should die exactly a year after her Father which we were told at the time was perfectly correct, she was buried in St Helens Churchyard.

Clarissa was married to **William Daish** Builder of Seaview and died in 1836 leaving two daughters **Selina** and **Annie**. **Selina** married **Henley Warder**, Carpenter, **Annie** married **Walter Caws**, Carpenter. **Annie** died within a short time of her marriage. **Selina** still lives with her husband and family in London.

At what date the widow of **William Caws** died I do not know, I know she kept the Post Office when it was first opened in the village, her daughter-in-law died very suddenly at the Hotel which she managed with great skill for a number of years alone.

I must now refer to **Mrs Henry Midlane's** family, the eldest daughter [**Matilda**] became **Mrs Henry Davis**, they had two sons **Gurney** and **Harry** and one daughter, all living in Seaview at the present, in addition two children died in infancy. **Mr Henry Davis** died 10 or 11 years ago having been Superintendent of the Sunday School about 40 years, his widow still survives in Seaview.

Mr William Caws Senr. (Uncle Bill) had a son **James** but he died in his boyhood and did not reach maturity.

Sir George Grey of Portsmouth Dockyard was accustomed to lodge at the large House now the Hotel and wished to take a 21 years lease in it, but as this was refused, he left Seaview and did not lodge here again.

Next we notice **Richard [Richard snr]**, he married **Matilda Chessell**, he had two sons **Richard** and **George** and five daughters ;- **Matilda**, **Mary Ann**, **Harriett**, **Maria**, and **Priscilla**. **Matilda** became **Matilda Woodford**, **Mary Ann** became **Mary Ann Delve**, **Harriet** became **Harriet Midlane**, **Maria** became **Maria Wapling**. **Priscilla** died when quite young. **Richard** married his cousin **Elizabeth**, he had three sons, **Alfred [Richard]**, **Byron [Jones]** and **Frank [Francis Henry]**, the latter died in infancy, his other two sons survived him.

Alfred married **Adelaide Willis**, he had two sons [**Byron**] **Frank** and [**Alfred**] **Ernest** [, and five daughters **Bertha**, **Florence (Flo**, who lived with a sister in Douglas House for many years), **Lillian** (who married **John Bartlett**), **Alice Emma** (known as **Elsie**) and **Adeliza** (who died in infancy).]

[**Alfred**] **Ernest** who is a yacht captain married the daughter of **Robert Callaway** of St Helens,

[**Byron**] **Frank** is an architect. Besides their [this refers to **Alfred & Adelaide**] two sons they have four daughters all living in Seaview in Arctic and Douglas Houses [named above].

George [son of **Richard snr**] married **Katherine Foss**, his wife is died, he had four daughters all still living.

George and **Mrs Wapling** are the only surviving ones [children of **Richard snr**].

Uncle Richard [Richard snr] was the Pilot who took the "Earl of Abergavanny" **Captain Wordsworth** to sea when she sailed to India and to which "Wordsworth" so pathetically alluded to in his poem on the "Daisy", she was lost after he left her, and I remember in my early days that it was reported that just before she sank **Captain Wordsworth** was heard to exclaim "Oh if I had but kept Caws with me, it wouldn't have happened". He died in May 1846 and was buried in St Helens Churchyard, his eldest son **Richard** died in 1864, his wife having died two years before him. **Byron Jones**, son of **Richard Caws** married **Eliza Jane Matthews** daughter of **Henrietta** and **George Matthews**. This family consists of three sons and five daughters living

at Flagstaff Cottage Seaview. **Byron Jones** follows the calling of a Pilot in the "Neptune" Pilot Cutters.

George Caws has also several grandchildren. **Matilda's** daughters were both married but I am not acquainted with their history.

Robert Caws, (Uncle Robert) married **Elizabeth Goodall** of St Helens he had four sons and five [?] daughters, his sons were **Robert, Edward, Walter** and **Silas Harvey**, his daughters **Ann** and **Eliza**.

Robert married [**Mary Caws** daughter of **Anthony** and **Mary**], he died in 1825 leaving his widow and daughter **Emily**.

Edward unmarried died 1854. **Walter** married **Maria Dexecon**, he died leaving two sons **Walter** and **Robert**. **Walter** married **Ann Daish** who died in ??? after which he was a second time married and with his wife without any family is living in Seaview at the present time. **Robert** is unmarried and is also living in Seaview, he is in the yachting services.

Silas Harvey married **Emma Cave** of Yarbridge. He built "Coronation" Cottage in 1838, his sons were **Wallace, Newton, Francis, Douglas, Luther, Arthur, Howard**, and **Edward**, his daughters were **Emily, Eliza, Emma**.

Wallace entered civil service and died in Ireland and was not brought home for burial, but was interred in Shillelagh Churchyard, County Wicklow.

Newton, yacht captain married **Miss Lane** who died of consumption, he afterwards married **Miss Jacobs** and with his wife and family consisting of 8 children resides in the immediate vicinity of Seaview at his own residence, "Laneside" opposite Fairy Hill.

Francis, Architect and Engineer married **Miss Riddett** of Ryde and now lives at Sunderland, practising his profession. He built the pier at Seaview a few years back [1880], he is very clever as an Architect and occasionally writes poetry, his sequel to the "Raven" of Edgar Allen Poe was written and printed a few years ago. His family consists of four daughters and one son. **Edward Caws**, Architect residing at "Harland House" Seaview.

Mr Silas Harvey Caws died Oct 12th 1882, he was born Jan 5th 1812.

Douglas Caws, grocer by trade married **Miss Handley**, his family consists of one son and two daughters, he is also Ship Agent for Lloyds and employs himself in rendering aid to vessels in distress.

Luther has entered the Ministry of the Independents and is, as far as I am aware, the first of the family who took the title of Reverend, may he wear it right royally.

Arthur is clerk in a Banking Establishment, and like the rest is highly respected for integrity and uprightness.

Howard died some years before he had attained his 22nd year.

His [**Uncle Robert's**] daughter **Eliza** married **G.T. Winther**, Foreign Consul at Cowes and died in the 76th year of her age.

Ann married **Redmond**, coast-guard Officer and removed to Ireland till the death of her husband more than 20 years ago when she again returned to Seaview and met her death by a sad accident in 1885, she died in the Ryde Infirmary in the summer and was buried in St Helens Churchyard.

Uncle Robert died in 1847, his wife having died before him.

Captain Silas died in 1882 having been in the pilotage employ and yachting service all his life long, the latter part of his life was in the employ of **Lord Milton** and **Earl Fitzwilliam**, who, in consideration of his long services faithfully performed, superannuated him on full pay to the end of his days. His widow still survives and with her family still lives in Seaview. I should mention here that after his Father's death he became possessed of "Rose Cottage", it's name at that time, and changed the name to "Harland House" which he improved and made it his family residence which he now occupies. **Captain Silas'** daughter **Emily** the eldest is unmarried and living with her Mother.

Eliza died some years ago.

Emma was married as before stated to **Percy Greenham**, son of **George Greenham** and is living in Ryde having one child at the present time. One of **Mr Silas Caws'** children died in infancy "**Redmond**" by name.

HENRY CAWS, (**Uncle Harry**), married **Betty Jones**, his sons were **Henry**, **Alfred**, **James**, **Charles Cook**, **Anthony William**, **Edward** and **Frederick**, seven in number. His daughters **Elizabeth**, **Mary**, **Amelia**, **Anne Maria** and **Caroline**. **Uncle Harry** died in Spring of 1830 or '31. His eldest son [**Henry**] was twice married, first to his second cousin **Louisa**, his second wife was not a native of Seaview, they are both dead. He died about 20 years ago, they had no family.

Mary was married to **Charles Caws** her second cousin, also their family consisted of one son and two daughters [, **Henry Charles**, **Edith** and **Jesse Hannah**]. Their son [**Henry**] **Charles** married **Miss Palmer**, he had one daughter, he died about five or six years ago. His widow survives him and with her daughter still lives in Seaview. Her daughter ~~Edith~~ [**Jesse Hannah**] married **Henry Knapp**, pilot. Their family consists of two sons and two daughters all living in Seaview. [**Edith** married **Josiah Alfred Caws**, Trinity Pilot of Bembridge]

Anthony William married **Miss Parker**, he himself left this vicinity more than 20 years ago. **John Everett**, son of **Anthony William**, married **Emma Churchill** of Roundham, they had 8 children, 4 sons and 4 daughters. Their sons were **Everett John, Henry Churchill, Gordon Frank, Milton Albert**, their daughters were **Emma Louisa, Agnes Fanny, Ella Rose** and **Ada Maria**.

Alfred married **Miss Armstrong**, he had four daughters and one son but they have all left Seaview and I am not acquainted with their history, he died and was buried at Eastbourne in the Summer of 1886.

James died many years ago before reaching manhood, **Charles Cook** the same.

Edward died last summer. [this would make the writing 1887].

Frederick married twice, his second wife **Amelia** the daughter of **Thomas Davis**. Their family consists of one son **Clifford** and one son **Edmund** married and is settled in Nottingham. Three daughters, [**Katherine, Clara Elizabeth** and **Mary**] two married, one remained at home with her Mother and the eldest son **Clifford**. **Frederick** died about 20 years ago.

Elizabeth [daughter of **Uncle Henry**] married **Richard Caws** (see **Richard's** family) she died in 1844.

Amelia [daughter of **Uncle Henry**] was married to **Anthony Davis** in 1839, their family consisting of one son [**Arthur**] and three daughters, **Caroline, Emma** and **Ellen**, single. The son **Arthur** married the daughter of **Robert Moorman**, their family consists of two sons and three daughters, neither of them married. **Caroline** married **William Burden** of Ryde who died about two years ago, their family consisting of 6 sons and one daughter - none of these are living in Seaview. **Emma** married **John Caws**, they have two in family.

Anna Maria [daughter of **Uncle Henry**] married **Albert Davis**, their family consists of one son [**Albert**] and one daughter [**Jessie**]. **Albert** is living at home with his parents (Pilot of the North German Lloyd's Steamship). **Jessie** married **Henry Jolliffe** engaged on steamships to India and Australia.

Caroline [daughter of **Uncle Henry**] unmarried lives alone at Church House.

Thomas Davis married **Charlotte Caws** [daughter of **Anthony**]. He served in the Royal Navy but bought his discharge and obtained a Pilot's licence - he had four sons, **Anthony-Thomas, Henry Ward, Albert** and **Daniel** and two daughters **Charlotte** and **Amelia**. **Daniel** died very young. **Anthony-Thomas** married **Amelia Caws**. Their family is given in the preceding pages. **Henry Ward Davis** married **Matilda Midlane**. The record of his family is also given. **Charlotte** is unmarried and living in Seaview. **Amelia** who married **Frederick Caws** is also included in the family in the preceding leaves of the book. **Thomas Davis** was born 1784 and died in his 97th year, his wife having died in 1837.

Beulah Chapel was built in 1854. "St Peters" in 1859. The Schoolroom a few years afterwards in 1879.

William Matthews (my Father) was born at Hampstead near Newtown he was baptized at Shalfleet Parish Church and came into these parts on the removal of his Father and Mother to take charge of the Salt Works newly purchased by **James Kirkpatrick** of Newport (Banker). My Father married the daughter of **Anthony Caws** (**Sophia**) his family consisted of two sons, **William Edsell** and **Joseph**, his daughters were **Sophia Caws**, **Emily Harvey** and **Caroline**. **William Edsall** was born Jan 2nd 1813 and married **Alice Edwards** of Carisbrooke June 22nd 1843, their family consisted of five sons and one daughter **Emily Bell**, **Edgar**, **Arthur**, **Henry** [**Edward**], **John** [**Wesley**], **Herbert** and one who died prematurely named **James**. **Edgar** married **Miss Marton** in 1877. Their family consists of three sons and one daughter, **Evelyn**, **Godfrey**, **Vernon** and his daughter **Kathleen**. **Arthur** married **Miss Denham** of Ryde, they have no family, they have moved to Southsea where they carry on a Baking Business. **Henry Edward** married **Emma Charlow** daughter of **Mr & Mrs Charlow**. Her father was chief boatman of the Coastguard (now superannuated) their family consists of one son **Ernest** and two daughters. **Henry** is a builder by trade to which is added photography, he was born 1849, he has built many of the best houses in Seaview.

John Wesley born 14th March 1853 married **Thirza Callaway** of St Helens he has five sons and one daughter, **Gilbert**, **Horatio**, **Bruce** and **Cecil**. **Grace** is the name of his daughter.

Herbert, born June 1860. He is clerk in the Office of **John Wilson Fardell** where he has been since he left home and gives general satisfaction to his employer.

Emily Bell, born Sept 6th 1844. She has been in Ryde first with **Mr Wayland Winter** and since then in the Toy and Stationary business up to the present time.

Joseph Matthews married **Georgiana Young**, they have no family, he was born in Nov 17th 1818 and is living in Seaview.

Sophia Caws married **William Daish**, builder of Seaview in 1839. Their family consists of one son only, **Alfred White Daish**, who married **Louisa** daughter of **Edward Webb**, pilot, their family consisted of 4 sons and 3 daughters. He died about three years ago, his widow and family still reside in Seaview.

Caroline is still living in Seaview. **Emily Harvey** died Nov 6th 1836 after a short illness. **Mr William Matthews** (my father) died Jan 3rd 1842 aged 64. His wife (my mother) died July 20th 1854 aged 73.

This ends the record of the CAWS family, with the exception of John Caws.

I propose, if spared, an outline of Grandfather's Family in this locality.

John Caws married **Elizabeth Pope**. Their family consisted of two sons **John** and **Edmund**. **John** died of consumption about the year 1827 I think. **Edmund** married **Miss Meader**, he had one daughter **Ellen** married to **Samuel Caws**, their family consists of four sons and three daughters. **Uncle John** built "Warren House" [later known as "Quay Rock"] named after an old lady who lived there many years ago, it has been rebuilt and enlarged on a new scale and made more adaptable to modern requirements.

This ends the account of the CAWS family, as far as the descendants of **ANTHONY CAWS** son of **JOHN CAWS** of PRIORY FARM are concerned. There were others however of **OLD JOHN'S** descendants from another member of the family which we shall notice later on.

Benjamin Wheeler's part was purchased in three separate portions.

Uncle Harry bought the first part.

Uncle Davis the second part.

Uncle Robert the third part.

Uncle Davis sold his share to William Caws Junr.

Uncle Robert sold his share to William Daish Builder.

Uncle Harry's share has been sold and re-sold.

The original piece of land is at present held by several different owners, **Nugent Caws, Henry Knapp, Edwin Mursell**.

The property of **Mr William Caws (Uncle Bill)** was sold by auction and purchased by **Thomas North Temple** about 10 years ago, and "Wilson House" the property originally of **Thomas Davis** was sold in the summer of 1886 to **Gowan Esq.**, and the furniture sold by auction in November. The joint owners were **Anthony Thomas Davis** and his brother **Albert**, the other part of the original piece remains in the Family. All the other portions remain in the possession of the descendants of the original owners.

Here is the record of the original family of **JOHN & ELIZABETH CAWS** of Priory Farm.

John Caws	born	Nov 5th 1725.
Elizabeth Caws	“	Feb 21st 1727.
William Caws	“	Jan 12th 1728.
Robert Caws	“	June 10th 1732.
Richard Caws	“	March 22nd 1730.
Mary Caws	“	Nov 11th 1735.
Jane Caws	“	Nov 11th 1737.
Ann Caws	“	Nov 6th 1739.
Anthony Caws	“	Dec 29th 1741.
Francis Caws	“	Nov 30th 1743.
Jane Caws (2nd)	“	July 6th 1748.
Harvey Caws	“	Nov 19th 1745.

The first **Jane** died, it was customary in those days if one child died to name another after it. I think **Anthony** died in 1796 so that his age was about 55 years, his widow died shortly afterwards.

The other side of the family in Seaview in the name of **Matthews** will now have to be considered and although not of so early a date in this neighbourhood will, nevertheless, from some of the incidents in connection with the introduction of the Family into this locality will be found perhaps interesting to their descendants and may also be to others outside their immediate Family connections.

Kirkpatrick was formerly a well-known name in the Island, and to the Island Banker **Kirkpatrick** we are indebted for the introduction of the “Matthews” family into Salterns & Seaview. I have said that **Mr Kirkpatrick** was a Banker and I received from my Mother an account of the origin of his Banking Business more that 40 years ago which came to a standstill and failure. The origin of Kirkpatrick’s Bank was this :- **Mr Kirkpatrick** was a Draper in Newport and his shop was extensively patronised by the people from the country parts of the Island, and he frequently ran short of small change, to meet this difficulty he gave his customers small slips of paper for the amounts signed **James Kirkpatrick**, these were circulated from one to another and when taken to Newport were duly acknowledged until **Mr Kirkpatrick** adopted the idea of circulating Notes, £1 Notes were in circulation at that period and his Bank at Newport became an established Institution, but I have been given to understand that there was never sufficient amount of Capital to represent the Notes in circulation and although the names had disappeared by death yet more that 20 years after the death of **James Kirkpatrick** and many years after the death of his son the notes circulated with only the name of **James Kirkpatrick Junr.**, on them, until matters connected with the Bank became to a crisis about the year 1842 then it was found that had it been left unmolested he would have worked it into a payable concern. The Directors allowed him enough to live comfortably upon during the remainder of his life, but the failure of the Bank was a great blow to many in the Island and this unfortunately was

followed by the failure of Roe & Black's Joint Stock Bank which was nearly as disastrous as the other.

But to return to **Mr Kirkpatrick**, about 100 years ago he purchased the Salterns and afterwards built Sea Field House as a country residence. Whether the Salterns was built for the purpose of Salt Boiling before he purchased it or whether he conceived the idea of forming Salt Works in the neighbourhood I do not know, he did, however, erect the necessary buildings and machinery for the manufacture of salt and being in want of a competent person to manage the business he applied to my Grandfather **John Matthews** who lived at that time at Newtown and had been engaged in the Salt-boiling business there, and his offer being accepted **John** with his wife and family came into this neighbourhood to live and their descendants have been settled here ever since.

John and his wife, whose maiden name was **Edsall** had four sons and one daughter. His sons were **John, William, Richard**, and **James**, his daughter's name was **Sarah**.

John had three sons and four daughters. His sons **James, John**, and **George**. **James Matthews** died at Southsea aged 85, he was born in 1797. His wife died in 1865. His daughters **Betsy, Fanny, Mary**, and **Sarah**. As all these families have left the neighbourhood I cannot trace them (**Mrs John Nash** at the Salterns Dairy is the daughter of **Sarah** who married **John Webb**, Pilot).

My Father's family is the only one left and this account is given in the CAWS family. His brother **James** died at The Salterns before his Father retired from the Salt making business which he did when nearly 70 years of age and lived in Seaview till Jan 1826 when he died at the age of 85. His widow (my grandmother) died in 1827 and his daughter died about the same time at Portsmouth leaving one son **Isaac**, who married and had a family of young children and died in the year 1839 leaving a very well conducted family from what I have heard, several of them seaman in the Royal Navy. After my grandfather's retirement from work his son **John** took to the Salt Works and his son **George** carried on the Salt making until the Salterns with Marshes and the Estate including Seaview House was bought by **Mrs Beech** and the making of salt was then abandoned and the buildings changed into Cottages as dwelling houses which they have been up to the present time. **Henry Beech Esq.**, occupied this after his Mother's death until his own death about 7 years ago. **Uncle John Matthews** still lived at the Salterns acting as a carrier from hence to Newport. His son **George** went into the Lace Factory, he afterwards married a **Susan Southgate**, and his son lives at the present time at Shanklin, but I have no personal knowledge of anything further of the family. (Salt was then, in consequence of the duty, a guinea a bushel).

A few remarks however in reference to the locality may not be out of place to show the altered appearance of the neighbourhood. At that time there was a windmill just

beyond The Salterns which pumped the Sea Water at high water time into the pond which fed the Trenches and reservoirs near the Boiling House and which was then pumped by hand into the large iron pans where the fire was constantly kept up during the summer season and which yielded 50 tons of salt a year. My grandfather being employed in the winter time in forming the embankment of the Duver and in looking to the sluices. The appearance of the shore is greatly changed since then, there was a large lake close to Salterns and the water from the sluices caused a deep lake to run along by Spring Vale. Whilst inside the "Ooze" was a still deeper lake where there stood, what was called, the "Shag Pole". **Mr Kirkpatrick** kept a yacht and he had this large post some feet above water high mark to attach a rope from the yacht and observing one day a Cormorant perched on it, he had a cross piece nailed on the top sufficiently long for two cormorants to stand on it and dry their wings; this was the origin of the "Shag Pole".

My father's brother **Richard** married **Benjamin Wheeler's** daughter he had three sons and three daughters, **Thomas, Charles, Alexander, Ann, Jane, Fanny**. **Thomas** was drowned Feb 3rd 1827. **Charles** died a few years ago. **Alexander** is in London. **Ann** died in 1844. **Jane** married **Edward Burden** of Spring Vale. **Fanny** married **Edward Smith**, China merchant of Ryde.

Uncle Richard was a Pilot, he sailed in a vessel called the "Daniel". On one occasion he went over to Jersey and dredged for oysters and put down two vessels loads on the "Green Banks" off here thinking to form an oyster bed. But frosts and heavy gales killed and scattered the oysters and, perhaps this may, to some extent, account for the number of oysters in this locality. They are gone now but some years ago were exceedingly plentiful. His widow died 20 or 25 years ago and there are now none of the family living in the neighbourhood except **Edward Burden** at Spring Vale who has married again.

My grandfather's family was connected with the family of the "**Munts**" at Newtown. My grandmother related to me on one occasion she had a pound of Tea made a present to her and having invited her neighbours to partake of it, she boiled the leaves, threw away the liquor and served them up to her guests. This must have been considerably more than one hundred years ago. But I remember hearing it talked about whilst my Grandmother was alive and I believe it to be correct. Very few of the common people drank tea in those days.

Remarks on the CAWS family:

What became of the other members of the original Family [**Old John Caws**'] is to some extent matter for conjecture. I suppose three of the sons are to be accounted for **Anthony, Harry** and **Richard**. **Anthony** FATHER of the CAWS Family, **Harry**, a Pilot was accidentally drowned and his son **Harry** left the neighbourhood and settled in Portsmouth where some of the descendants remain to the present time. His daughter who became **Mrs Burden**, died at St Helens and her husband also, a

quarter of a century ago. One of her sons **Harry** is living at Portsmouth at the present time.

I suppose **Richard** to be the father of **Mr John Caws** and **Mr Richard Caws**, familiarly called **Cousin John** and **Cousin Richard**. They both married two sisters.

John married **Hannah [Pope]**, their family consisted of two sons and four daughters, **Charles** and **Albert**, **Louisa**, **Edith**, **Sarah**, and **Jane**. **Albert** is still living in the neighbourhood, the others were married but they are all dead or gone from the village.

Richard [married **Sarah Pope**] has one son **Ashford**, who married the daughter of **George Greenham**, his family consisted of three sons, **Samuel**, **Nugent**, and **Leigh**. **Samuel** has been mentioned, he having married the daughter of **Mr Edmund Caws**. **Nugent** is a Pilot living in Seaview. **Leigh** or **Legh** married the daughter of **Mr Charlo**, their only child died last summer.

This ends the CAWS family of the line of Anthony in this locality.

A few general remarks must close this imperfect sketch of the rise and progress of the CAWS family in this neighbourhood and also the **MATTHEWS** family so closely related to them. We shall say a little more of the **Kirkpatrick** family, a family so deservedly held in remembrance here. The old gentleman was accustomed to preaching at times in the room my Uncle opened at Salterns on the introduction of the Gospel into the village and his three daughters, **Mary**, **Martha**, and **Louisa** used to teach in the Sunday School. **Mr Kirkpatrick** died in 1819, his daughter visited Seaview 50 years after, but they are all dead now, yet their memory will be held in perpetual remembrance. This room was given up and a small chapel built on the land which belonged to my Father. It was sold at a mere nominal price £15, and he gave them £2 to help build the Chapel. In 1845 the present chapel [this chapel was situated at the bottom of what is now Seaview Road, it is now Warren's Boathouse] was built having been enlarged on land given by the proprietors altogether before it was finished. The deed required, I believe, 109 Signatures. A new deed was drawn a few years ago and the number of Trustees increased, it is now settled on a firm basis.

The reminiscences connected with the CAWS family are, in many respects, interesting.

In those days, this locality was thinly populated, the house in which the family dwelt was a very simple affair. It stands there still and is surrounded by Elm Trees, with the orchard and garden fenced in with thorn hedge. It was a primitive mode of life but it met the requirements of the time, the necessities of the shipping interest secured them a livelihood and sustained a character for integrity and honesty, and grew up and respected by all who knew them.

Many were the stormy events of that period; the French Revolution, the Battle of the First of June when Lord Howe defeated the French, the sinking of the "Royal George" a few years previous to this witnessed from this locality, all this and Nelson's Great Victory of Trafalgar 1805, the Great Mutiny at 'Spithead', the Peninsular War and the Battle of Waterloo.

Many times I have heard my mother speak of their going up to the Steine [Bembridge] to see the Fleet come up round the Ledge for Bembridge. English ships in company with the French with the British colours hoisted over the French, a sad sight, such as no right-minded man would ever wish to see again, and in those days The Solent was full of ships going and returning. The Hon. Company's Ships coming in for convey and requiring Pilots and attendance whilst lying at anchor in the Roadstead. Those were the days when money could be made from the ships and evidently it was made or Seaview could never have been built. The Pilots here joined the Volunteer Corps in the Island and were always ready to spring to duty at the call, happily their services were never required although several false alarms were given. But all this is altered now, no fear of the Press Gang or being balloted for the Militia. May Peace for ever be maintained.

In 1842 **William A Glynn Esq.**, came into possession of the Fairy Hill Estate and began by leasing of the land for a term of years to enlarge Seaview. This has been going on to the present time. **Le Merchant Thomas Esq.**, built in 1843 the house known as Sea View House lately purchased by **Henry Ford Barclay Esq.**, and houses are created all round, the erection of the Pier brings an immense number of visitors to the village and with shops supplying the neighbourhood with every necessary article of Life, a Post Office with two deliveries daily and Postal Telegraph, with steam communications in the summer time three times daily, besides a reading room (a small room). Seaview with its two Chapels and St Peters Church and school room is an attractive summer resort remarkably well conducted, sober, and attentive to the wants of the visitors (although it has some few draw-backs), it is a healthy watering place and is very extensively patronised by families seeking a seaside lodging in the season. In 1823 the very first small steamer ever seen here ground on a sand bank off Seaview, the Captain landed and invited us all to go on board and inspect her, it was a marvel and a wonder in those days.

The Fairy Hill Estate is now in the possession of **J.O.Glynn Esq** the son of **William A Glynn**, and the Seagrove Estate with which the Pier and Terrace [later the Pier Hotel, now demolished] are connected are in the possession of **William A Glynn Esq.**, his eldest brother is a great patron and supporter of the Agricultural Interest, is a Justice of the Peace, and Deputy Lieutenant of the Isle of Wight.

After the close of the French War, Piloting began to decline, ships no longer came into Portsmouth for convoy and Transports were not required to carry troops as before. The Hon East India Company's ships constituted the principal source of Piloting and to pilot these ships to London on their homeward voyage and land their

passengers at some of the ports, occupied many of the Pilots' vessels during the summer season, they were accustomed to go far beyond Land's End, perhaps a hundred or a hundred and twenty miles to meet the Indiamen returning from their lengthened voyages, indeed, it was quite an event when these vessels went on their cruises, slippers were thrown from the shores at the Boat and if an old shoe struck the back of the Pilot it was deemed a sure omen of good luck. I have seen this done many times, but in what it had its origin I never knew. When, however, the vessel returned successful, a distinguishing flag was exhibited at the Mast head and the first to discover it and give the information received a gratuity in the shape of a strong drink which was of course divided amongst them all. There was always one on the lookout, and Blue and White, or Blue White and Blue or Red White and Blue as the number happened to be, supplied the gratuity accordingly, but all this is altered now for the best, they do not get wine or spirits now as they did in those days of the Old East India Co., and the Temperance Reformation has altered the whole character of the village. The Hon. Company's Charter terminated about 1830 and this gave rise to a number of Shipping Firms, but piloting continued to decline, the great event of the year was the Annual Review at Cowes of all the Pilot vessels and then the Regatta or Sailing Match. The last I particularly remember was in the year 1824 when I sailed round in review with my Father in the "Neptune". The Pilots then had a supper in the Custom House, where I remember they sat in three divisions. First class Pilots, 2nd class Pilots, 3rd class Pilots, there were 45 members in all, in service.

The next day the great contest between the Pilot Vessels took place when I remember the "Argus" of Bembridge, **Captain Wallis** came off the winner and then all the Pilot vessels came home again, this terminated the Regatta as far as the Pilots were concerned.

I gathered from some letters I received some years ago from a person of the same name that his grandfather was one **William Cawes** from the Isle of Wight who came from the Island to Poole in Honduras whither he had gone to see about some property. His five sons were lost at sea or never heard of, the sixth was left on a desolate island and never returned, the seventh was the father of the person who wrote to me, he obtained a situation in a Custom House and died in the year 1820. His grandfather had another brother one named **Charles** in Staffordshire, he himself, according to his account, a Baptist Minister in High Wycombe, Bucks, his name was **James Caws** and his whole correspondence went to convince me that these were two members of the Priory Family but I could not trace it further.

No sketch of Seaview could be complete without a reference to **Mr John Warder** connected by family ties with the CAWS Family, he came into this neighbourhood in the year 1823, he lost his first wife in the year 1836 and married a second time. His widow and family still live in their own house at Nettlestone. He died in 1886 in his 84th year beloved and respected by all who knew him.

Uncle Harvey may also be mentioned, he was brother to [**Mary**] the wife of **Anthony Caws** [**Old John's** son], consequently Uncle to the CAWS Family. He was a farmer at Nettlestone Farm which he left and went with his wife to Merston, his daughter having married a **Mr Tharle**. At that place where the farmer and his wife both died. The son emigrated to America, he was the grandfather of **Mr Taylor** living at present at Eddington Farm, St Helens.

The sinking of the "Royal George" was an event long remembered in the neighbourhood, it is very remarkable how few persons really saw the ship sink. I never heard of more than two who actually saw her go down from the Island. This may be accounted for from the fact that in those days it was no uncommon thing to have the large ships over for various purposes and no notice was taken of the "Parliamentary Hell" so I have been told and this was perhaps the reason why so few persons saw her sink, for in a few minutes she had disappeared, about three hundred were saved from her and she was blown up about 58 years afterwards. I saw the explosion and felt the shock of 30,000 pounds of powder after which the shore was strewn with pieces of candle, in fact lined at high water mark. After this, the wreck was removed and the buoy of the "Royal George" taken away.

In 1840 **Mrs Elizabeth Fry** founded a village library, she left one of the books with her autograph in it, and it is here still; the Library, however, died out for want of funds to replenish the stock of books, which nevertheless, did good service a number of years in the village.

Mr Le Marchant Thomas was greatly respected here, he was a friend to the poor and always ready to give advice to the inhabitants of the village. His removal from the village was greatly regretted, although in **Henry Ford Barclay Esq.** and **Mrs Barclay** his place is most admirably filled to the general satisfaction of the village.

Henry Beech Esq., may also be mentioned here, he was ever ready to give advice and counsel and very greatly respected the family of the village. The house of Sea Field is at present in the possession of and occupied by **Mrs Condor**.

Smuggling, as far as I have ever been able to learn was never greatly practised in the village, the St Helen's Smuggling Galleys used however to land contraband goods on the shore, and some very exciting scenes at times took place, all hailed from St Helens. There was a great traffic in smuggled goods, at one time encouraged and supported by many of the well known farmers and others, but it all died out, and as far as I could ascertain left most of those who had been engaged in it losers in the end, happily this evil is now almost if not quite at an end and St Helens is a quiet and respectable village at the present. Some other pen must be employed to write the history of St Helens.

The only school of any note was the Ryde Free School, it was erected in 1813, the children from all the villages around were accustomed to go to this school.

Some of the incidents connected with the Pilots of Sea View may be mentioned here. There were several narrow escapes of life and the loss of several vessels.

In 1823 the "Favourite" was lost at the back of the Island. She ran on Warren Ledge in a fog with passengers from the "Cambridge", there was no loss of life happily, but the vessel was a total loss, she was replaced by the "Midas".

In 1825 the "Aquinoia" was lost whilst towing up behind the "Vansittart" East Indiaman, the ship missed stays and fell back on the vessel and her anchors tore out the "Aquinoia's" quarter and she sank, she had just been lengthened at considerable expense, there was no loss of life and she was replaced by the "Gratitude".

After this a few years ago the "Alarm" was run down by the "Elbe" steamer, there was no loss of life and she was replaced by the "Hesperus". After this the "Emma" broke her mooring chain and came in on the rocks, she was broken to atoms, no one was on board her at the time, there was no loss of life and she was replaced by the "Spider".

In the gale of Dec 26th 1880 the "Hesperus" dragged her anchor and went on to Yarmouth Pier, there was providentially no loss of life and although the vessel sank she was floated and taken to Cowes and repaired.

In 1824 an awful gale of wind from the North East of long duration drove the "Neptune" from off Portland to within a few miles of Guernsey, when the wind shifted and she returned home. One of the Pilots here **Robert Caws** from the "Jane" was driven away in a galliot [OED "kind of foreign craft between ship and boat"] during the gale, he rode it out off the French coast, but he died the following January, whether from exposure I cannot say, but it was a most awful hurricane lasting from the 29th Oct to the morning of the 31st, I think I heard my Father say there were 300 vessels wrecked in the channel with great loss of life, they were all sailing ships in those days.

I remember in the summer of the year 1824 that one of the Cowes Pilot Vessels the "Mysore" was run down and all the crew lost. I saw the boat when at Cowes at the time of this and this was all that was ever known of the vessel. I think there was a vessel called the "Mary" of Yarmouth run down and lost with all hands and another called the "George" and also the "Blonde" and the "Thetes", these were all lost as likewise the "Hope" of Cowes belonging to Ryde, she was supposed to have struck on the Owers and she was never heard of after the storm. Several other Pilots were lost in different places, the principal casualty which occurred here was in 1865 when **Charles Dyer** and **Mr Brimson** were drowned near Weymouth.

In 1827 the Russian Fleet, between 20 and 30 sails, came into Spithead and on the 20th Oct of the same year with the English under **Sir Edward Codrington** defeated the Turks at 'Navarino' after a most deadly conflict.

The number of vessels now is reduced to three at this station "Neptune", "Hesperus", and "Spider" and the principal trade is in steamships coming to Southampton, the number of Pilots is reduced and the Trinity Board will probably reduce them still further unless circumstances should arise to demand their services on a larger scale.

Looking back on the past century, the Pilots in this district have rendered great service to the Mercantile Marine and considering the dangers they have been exposed to, have been remarkably free from accident and loss.

Thus ends the account of the Caws Family and the district of Seaview as written by **William Edsall Matthews** between 1888 and his death in 1895.