

THE BERMUDA NATIONAL TRUST MUSEUM AT THE

Globe Hotel



THE BERMUDA NATIONAL TRUST



ACKNOWLEDGEMENTS

The Bermuda National Trust thanks AXIS Capital Holding Limited for sponsoring this publication and Cathy Kennedy for contributing her skills and time as a volunteer to this publication.



To protect Bermuda's unique natural & cultural heritage forever

Preface

Ever since Bermuda was first settled 400 years ago, its residents have been making an impact on these islands, for better and for worse. They have crafted and built beautiful things...houses, boats, furniture and silver spoons. They have also changed the landscape, using biodiversity-rich marshes as rubbish dumps, importing invasive plant and animal species that threaten the native species, over-developing this narrow strip of land in the ocean. The threat of losing valuable open spaces and historic treasures sparked the creation of the Bermuda Monuments Trust in 1937 by a group of Bermudians who wanted to ensure that future generations would have the opportunity to understand their past. In 1970 the Bermuda National Trust was founded and took over from the Monuments Trust. Since then it has grown to become one of the island's most respected institutions. It is an independent not-for-profit organization which promotes the preservation of the island's architectural, historic and environmental treasures, and encourages public access to and enjoyment of them. Its members and friends are from all walks of life, having in common a love of Bermuda and the desire that its special aspects should be safeguarded for everyone to enjoy now, and forever.

Each of our historic houses tells a story about Bermuda's intriguing past. Their exhibits comprise an outstanding collection of furniture, silver, porcelain and paintings made and owned by Bermudians. This guide provides information on the architecture and history of this very special Bermuda National Trust property. It highlights the people who occupied the premises and sets the building into the historical timeline of our history. Images will help you to identify unique pieces of art, furniture and artefacts. We hope that your visit to our historic house will be enhanced and that you will be encouraged to visit other Trust properties soon.

For more information on the Bermuda National Trust, the properties in its care, programmes, events, membership and volunteer opportunities please visit www.bnt.bm or contact us at 441 236 6483.

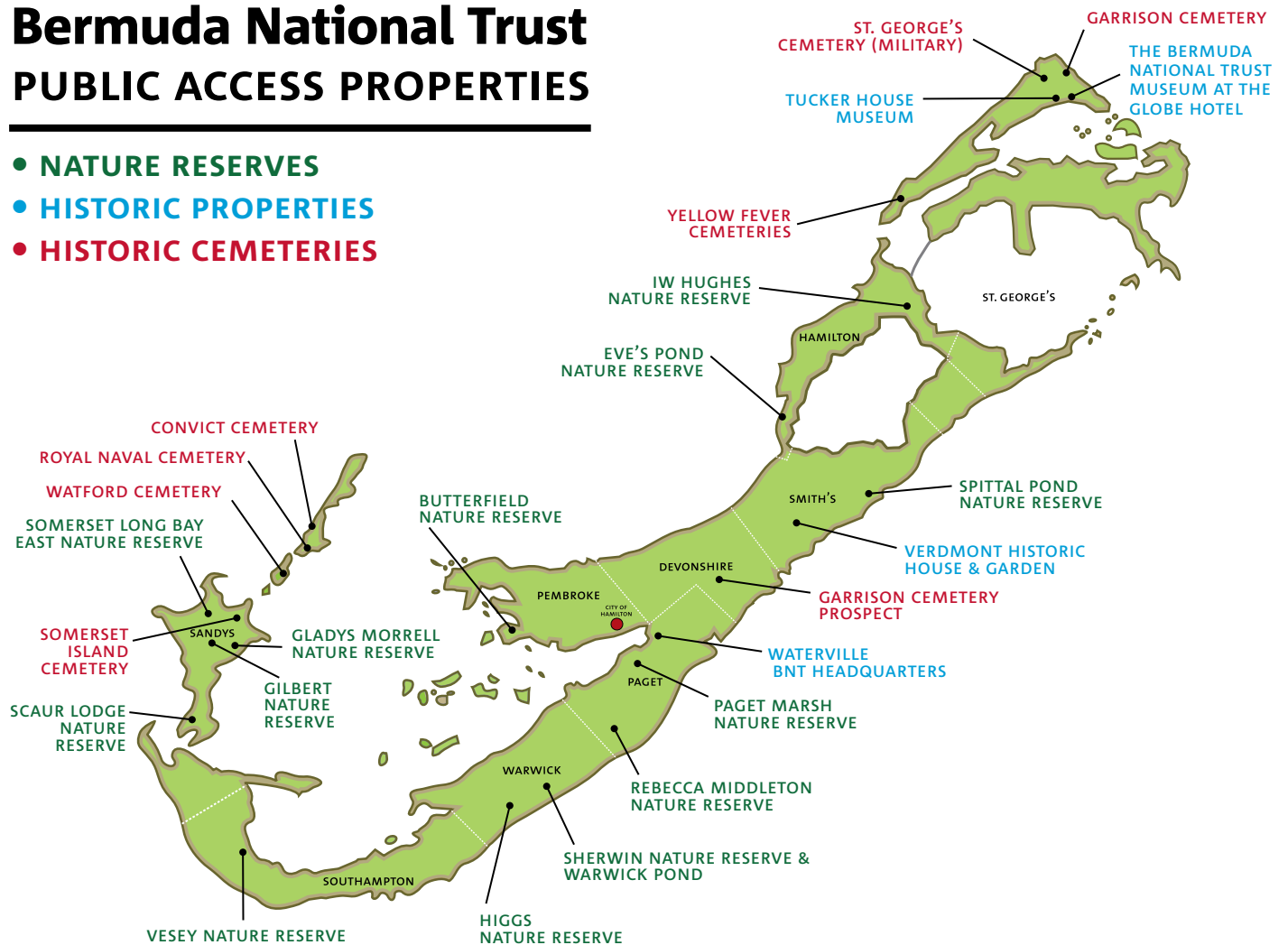
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Bermuda National Trust

PUBLIC ACCESS PROPERTIES

- NATURE RESERVES
- HISTORIC PROPERTIES
- HISTORIC CEMETERIES



Directions

Globe Hotel is located on the corner of Duke of York Street and Kings Square, in the centre of St. George's.

Location: 32 Duke of York Street, St. George's

Telephone: (441) 236-6423

Bus route: 1, 3, 10, 11

Ferry: Apr-Nov only - yellow route

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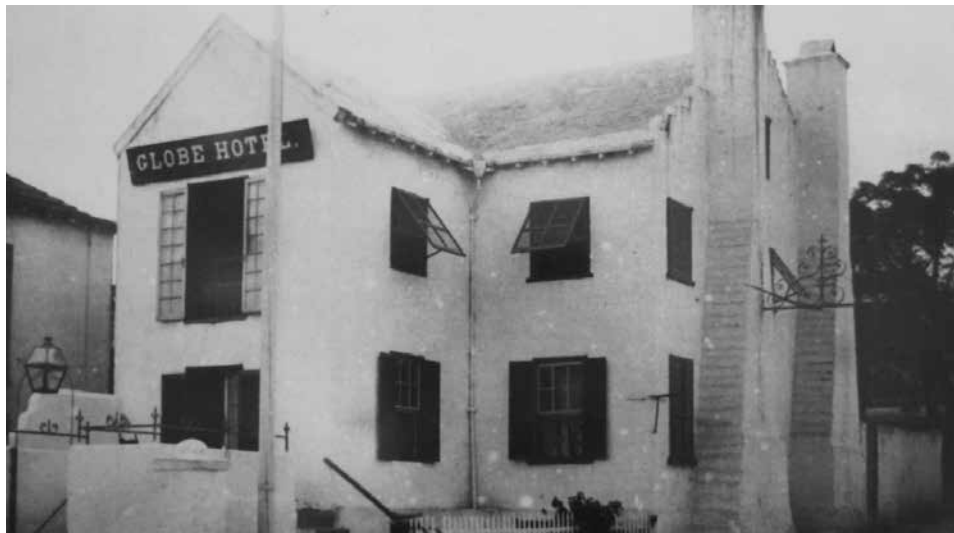


FOR THE 203 YEARS THAT ST. GEORGE'S WAS THE CAPITAL OF BERMUDA, the colony's governor maintained an official residence in the town. The first Government House was built in 1612 by Richard Moore on Water Street behind the site of the present Bank of Bermuda using the remains of the timber-framed church he had previously erected on one of the windswept hills surrounding the town. Moore's house was used by his successors throughout the Somers Island Company period. By 1685 however, the building was in poor condition. Governor Richard Cony, the last resident, complained that he and his family were "obliged to take refuge in a neighbour's house in every storm...[the roof] is so rotten and leaky that we eat and sleep in water". Cony's successor, Sir Robert Robinson, abandoned the house altogether and took lodgings in a private house in St. George's. The ruin was sold by Act of the Assembly to Samuel Harvey and others in 1693 for £83. The building was dismantled for its timber and was not rebuilt.

In 1699 the colonial government set to work building a new Government House under the direction of Governor Samuel Day. Using timber and stone cut from Crown land and workmen paid out of the colonial treasury, Day built a grand two-storey house with four large rooms on each floor, capped by a double-span roof, on the site of the old Company slave quarters on the northwest corner of King's Square. In 1701 when Benjamin Bennett replaced Samuel Day as governor, Day refused to surrender the new building. Through his influential father, Sir Thomas Day, Mayor of Bristol in England, Samuel had the Board of Trade in London grant ownership of the property to him, much to Bermuda's shock and dismay. But he never enjoyed his ill-gotten house. He was arrested for debt and died in prison on Castle Island.

In 1714 the building was granted to Day's brother Thomas, a merchant from Bristol, England. He evidently sold it to one of the Tuckers in the 1720s or 1730s. Although he left much to be desired as a governor, Samuel Day as architect produced a finely proportioned residence which contrasted sharply with traditional Bermudian building methods.





Its large gable roof spans two rooms, an ambitious feat made possible by an elaborate internal system of cedar braces. Day's house is also believed to be the first structure to have Flemish gables. The four chimneys buttressing the north and south sides anticipated the symmetry so prevalent in Georgian architecture, but the internal layout of the house remained irregular.

Although the two-storey wing facing east may look original, a probate inventory of Day's goods reveals that it is a later addition. An external staircase attached to the northwest corner of the building which survived up to the 1940s provided access to the upper floor. In the late 18th century this was the home of Captain Henry Tucker.

In 1800 his house and garden was worth 600 pounds and home to eleven slaves besides Tucker's considerable family. In his 1801 will, he left the house to his wife Aletta and his three sons.

An archaeological excavation sponsored by the Bermuda National Trust and the Bermuda Maritime Museum uncovered a rich array of artefacts, including musket balls, gun parts and a collection of fine ceramics, as well as a five-foot deep quarry, perhaps dating to the 1760s and dug for stone to repair the house or build the two-storey east wing.

In the 19th century the house passed through a succession of Tucker owners, but after 1860 none of them seem to have lived there. Despite Britain's neutrality in the American Civil War of 1861-1865, Bermudians tended to favour the South and *The Royal Gazette* acclaimed Confederate victories and decried Yankee 'atrocities'.



Major Norman Walker

The upper floor of the Globe Hotel was used by Confederate Commercial Agent John Tory Bourne and Confederate Shipping Agent Major Norman Walker as the office from which they coordinated the flow of desperately needed guns, ammunition, uniforms and other war materiel through the Union blockade, established to starve the southern Confederacy. It was a turbulent yet profitable period in St. George's history and the Globe was at the heart of it.

In 1867 the house was rented to Ralph Foster, the first of many proprietors of the Globe Hotel. Foster died the following year at the relatively

left:
The Globe Hotel in 1898

A Famous Guest...

The great author and humourist Mark Twain had dinner at the Globe Hotel with his close friend Reverend Joseph Hopkins Twichell on May 22nd, 1877. He signed the guest book with his real name, C. Langhorne and wrote about his experience at the hotel. *"....So we had much pleasant chat at the table about St. George's chief industry, the repair of damaged ships; and in between we had a soup that had something in it that seemed to taste like the hereafter, but it proved to be only pepper of a particularly vivacious kind. And we had an iron-clad chicken that was deliciously cooked, but not in the right way. Baking was not the thing to convince his sort....No Matter; we had potatoes and a pie and a sociable good time. Then a ramble through the town...."*
– Mark Twain



top:
Mark Twain in Bermuda, 1877

bottom:
Twitchell and Twain's signatures in the hotel guest book, 1877

young age of 33, but his widow continued to run the hotel and bar with billiard room for another 14 years. In 1884, the Globe Hotel was remodeled by A. J. Richardson, who installed an elevator, long since removed. Proprietorship had passed to George Clinton by 1892; he added a horse and livery service by erecting a wooden stable and coach house in the yard to the west.

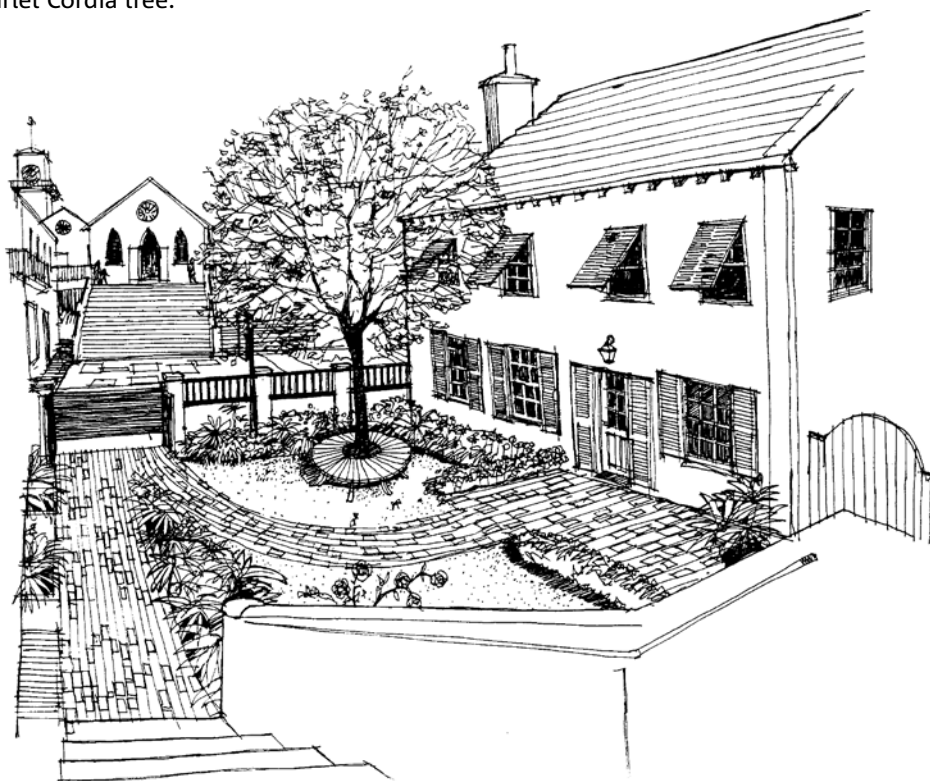
Samuel Crofts Rankin, a watchmaker, purchased the Globe Hotel from the Tucker family in 1899 and soon afterwards the operation went to one of his grandsons.

The Bermuda Historical Monuments Trust bought the house from Rankin's estate in 1951. Six years later, the Confederate Museum was opened to highlight Bermuda's role in the American Civil War, featuring the reconstructed office of Major Walker. In 1996 a major restoration of the building was carried out and a new museum created. It is now the Bermuda National Trust Museum, featuring 'Rogues and Runners: Bermuda and the American Civil War'. The new exhibit on Bermuda in the 1860s gives the Bermudian perspective on the blockade-running years. Today it also houses the St. George's branch of Trustworthy, the National Trust's shop.

Architecture of the Globe Hotel

The Globe Hotel is located on the corner of York Street and Kings Square. It is a two-storey building with an attic and a double-span roof. The four chimneys buttressing the north and south sides anticipated the symmetry so prevalent in Georgian architecture. It is believed to be the earliest structure to have Flemish gables in Bermuda.

The house has a two-storey wing facing east and a small courtyard garden to the west. The garden has many seasonal and perennial flowers in beds around a small lawn and Scarlet Cordia tree.



Great Commerce for St. George's

The trade during the civil war was immense. In a single month in 1863, blockade runners from Bermuda delivered 110,000 British and Austrian rifles, 21,000 British muskets, and 129 cannons to southern ports. In return approximately 65,000 bales of cotton, valued at more than 3 million pounds, passed through St. George's during the war.



Globe Hotel side entrance

left:

The courtyard garden

Globe Hotel Exhibits

GROUND FLOOR

The Globe Hotel is the home of the St. George's branch of the Bermuda National Trust store 'Trustworthy'. The store is located at the entrance to the Globe Hotel near the admissions area of the museum.

Prisoners of War (P.O.W.): Boers in Bermuda

Although the Boer wars were fought in far away South Africa, Bermuda was affected by these events. The small display at the bottom of the staircase presents a glimpse of the Boer P.O.W. experience in Bermuda. The British first brought Dutch prisoners, from the Transvaal Republic and Orange Free State (South Africa), to Bermuda during the second Boer War in 1901. They were imprisoned on the larger islands in the Great Sound; these islands can be seen on the western ferry route out of Hamilton.

The carvings on display were produced by prisoners and sold as souvenirs. Made from materials available on the islands (such as the endemic Bermuda cedar, animal bone and sometimes silver coin) these items are very beautiful and reflect the skills of the 4,600 men camped on tiny islands thousands of miles away from their homeland.



left:

Boer War prisoners in Bermuda

Photo: Courtesy Bermuda National Museum

right:

Bermuda cedar table made by P.O.W.s

The Penny Farthing Bicycle

The Penny Farthing pictured was probably British-made from the famous factory of Robinson & Price in Liverpool and dates from 1870.

This vehicle played a major role in developing the bicycle which went on to be the major mode of transport in Bermuda through the mid 1900s.

This high-wheel bicycle has a large distinctive front wheel named after the large British "penny" coin and a smaller rear wheel after the much smaller "farthing" worth a quarter of a penny.

Although easy to ride slowly, the penny farthing was prone to accidents. The rider mounted the bicycle by putting one foot on the peg above the back wheel and scooting along, and lifting up onto the saddle. To stop, he or she had to press back on the pedals and apply the inefficient brake lever. With the centre of mass being high and not far behind the front wheel, any sudden stop or collision with a pot hole or other obstruction could send the rider over the handlebars, taking a 'header' or 'coming a cropper'!



Penny Farthing Bicycle

UPPER FLOOR

Rogues & Runners: Bermuda and the American Civil War Exhibit

From 1861 to 1865 the town of St. George's was completely caught up in the events of the American Civil War. When the Union Navy blockaded Southern ports, Bermuda became an important trans-shipment point for a fleet of fast, daring ships called blockade runners. St. George's was the centre of this activity, and this building, the Globe Hotel, was the headquarters of the agents sent to oversee this important link in the Confederate supply lines.

The exhibit begins at the foot of the stairs and is designed to guide you through this period of opportunity, turmoil and daring. Over the stairs is a copy of a painting by William Torgesson of St. George's during the Civil War. The original is in the Chicago Historical Society. This wonderful view of the harbour shows what a busy place St. George's was! Refueling, off-loading and loading, repairs, provisioning, housing, feeding and entertaining the crews ashore brought unprecedented wealth to this sleepy little town.

The upstairs exhibit, '**Rogues and Runners**', tells the exciting story of these times. Using the wonderful materials available from the Bermuda Archives and the collections of the National Trust and the St. George's Historical Society, the U.S. Civil War is seen from a distinctly Bermudian perspective.

The exhibit is **divided into four 'chapters'**, one in each room. The first room at the top of the stairs contains a panel of information referred to as 'Opportunities and Risks'. After visiting this room, continue on to other rooms in a counter-clockwise fashion.

Opportunities & Risks

The panels in this room give a brief background of the war and local attitudes toward the warring sides which set the stage for what came next.

In 1860, on the eve of the American Civil War, the British colony of Bermuda was a quiet community. Small farms, fishing and the remnants of a once strong shipping and ship-building trade anchored the economy.

Though the former 'sister colonies' in North America had become an independent nation, Bermuda's commercial, cultural and personal ties with the United States continued throughout the 19th century. Thus, early in 1861 Bermuda watched the approach of war in the United States with apprehension. Bermudians knew that the war would have an impact on the island, but few could have imagined the excitement and profit that it would bring.

The South devised a plan to use neutral ports in the Atlantic, the Caribbean and Mexico as staging areas for 'blockade runners'. Goods from Europe and Canada would be shipped to these ports and reloaded onto smaller, faster vessels for the final leg of the journey to the South.

To manage this huge enterprise the Confederacy originally relied on local agents, but by late 1862 the volume of trade had grown so large that the Confederate Government sent their own agents to oversee operations on the island.

The Story of the Great Confederate Seal

In April 1863, the Congress of the Confederate States commissioned the design of a Great Seal for the new nation's official documents. Since there were no die engravers in the Confederacy (and thus no Confederate coins) the project was assigned to James M. Mason, the Confederacy's diplomatic representative in London. Mason contracted with J.H. Foley, a British sculptor, and Joseph H. Wyon, Chief Engraver to her Majesty's Seal, to design and produce the seal.

The seal's design features an equestrian statue of George Washington which stands in Washington Square, Richmond, Virginia. The surrounding wreath represents the major agricultural products of the South: cotton, corn, sugarcane, wheat, rice and tobacco. The date of February 22, 1862 signifies the first session of the Confederate Congress as well as the anniversary of Washington's birth. The Latin motto *Deo Vindice* means 'God will Judge'. The original seal was sterling silver, measured 3½ inches in diameter and cost \$700.



The seal and press were shipped from England through Halifax to Bermuda in the care of Lt. Robert T. Chapman, CSN. Lt. Chapman made four attempts to run the Federal Naval blockade before finally reaching Wilmington, North Carolina with the seal. Due to its weight the press was left behind in Bermuda.

In August 1864, sixteen months after the seal was first commissioned, it finally reached Judah P. Benjamin, the Confederate Secretary of State in

Richmond. When Richmond fell in the spring of 1865, Secretary Benjamin gave the seal to a State Department clerk, William H. Bromwell. Bromwell managed to convey it and the Department's records safely through the Union lines to Charlotte, North Carolina.

In 1872 Bromwell sold the records in his keeping to the US Government for \$75,000 and gave the seal to his lawyer, Colonel J.T. Pickett, as a reward for negotiating the transaction. Pickett sold electroplate copies of the original seal to benefit Confederate widows and orphans. He later gave the seal to Lt. Thomas O. Selfridge, USN, who had aided in the Government purchase of Bromwell's records.

The seal remained in Selfridge's possession until 1912, when it was sold for \$3000 to three prominent Richmond businessmen: Eppa Hunton Jr., William H. White and Thomas P. Bryan. It was donated to the Museum of the Confederacy in Richmond where it remains today.

Meanwhile, the Victorian press which Lt. Chapman had brought from England in 1864 never left Bermuda. In 1888 John S. Darrell who had purchased the press at auction had a brass copy of the seal made by the original engravers in London. Darrell's press and copy of the seal are in a private collection on the island. A copy of the seal and a Victorian seal press were obtained by the Bermuda Press Ltd. in 1959. On permanent loan to the Bermuda National Trust, this press and seal are now on display at the Globe Hotel.



above:

Great Confederate Seal

left:

Victorian seal press

Ships and Crews

Any chance for Southern success in a civil war would depend on the ability to export cotton and use the proceeds from its sale to purchase and import manufactured goods. With this in mind, President Abraham Lincoln announced the 'Anaconda Plan', a naval blockade of all southern ports from Virginia to Texas. The panels tell the stories of luck and courage that characterised the blockade runners.



The Politics of Running



The exhibits in this room focus on the divided loyalties of the local residents, Bermudians and non-Bermudians. The display of the Confederate agent's office features objects from the Bermuda National Trust collections.

Despite British neutrality, the blockade activity occurred with the knowledge and sometimes approval of civilian and military officials. As a concession to Britain's

left:
**Confederate agent's
office exhibit**

neutrality, all ships' papers of vessels departing Bermuda for Southern ports listed another neutral port, such as Nassau, as their official destination – just a little smudging of paperwork!



Boom Times

This room features a wonderful diorama of the waterfront by Mr. Arthur Clark, donated by the Bank of Bermuda. It illustrates the impact of these turbulent years on the people and economy of Bermuda.

Bermuda was perfectly situated as an intermediate port between Europe and the major southern port of Wilmington, North Carolina. The opportunities for Bermudians to profit from blockade running were boundless. Ships needed coal and provisions. Crews required lodging, food and entertainment between runs. Cargoes had to be unloaded, stored and reloaded, while crews and cargoes had to be ferried to ships lying at anchor. Bermudian pilots guided the ships through the reefs; those with skills as mates, carpenters, firemen and ordinary seamen signed on as crew. The Civil War proved to be the road to riches.



left:
**Diorama of Penno's Wharf
in St. George's Harbour**

“Bermuda is a half-way house for commerce between the Confederate States of America and the Mother Country.”

– John Tory Bourne, Shipping Agent

Rogues & Runners: Bermuda and the American Civil War

THE BLOCKADE RUNNERS

The American Civil War took place between the years 1861 - 1865. It was the plan of the North to starve the southern Confederacy by blocking passage of goods coming from England. Prior to the Civil War the Southern States of the US had been obtaining goods from the North. When the Civil War started they began to obtain them from England. When President Abraham Lincoln became aware of this he arranged a naval blockade of the South. This meant that cargo ships sailing from England could not get through the waterways to deliver the goods to the Southern ports.

Bermuda was a favourable place to trans-ship goods because of its location. It lies in the middle of the Atlantic Ocean, between the two countries who were trading goods. Trans-shipping means that goods are taken off a larger vessel and placed on smaller vessels which are lighter and faster. This method made it easier to get goods through the blockade. These smaller ships were known as blockade runners. If the blockade runner made it through the blockade it would unload its shipment upon arrival in the South and load up with a special commodity that England needed. This period of blockade running started a profitable time in St. George's history.

England had many huge factories that made cloth. Hundreds of people worked in these factories, and thousands of people depended on them to live. The South produced cotton which is a commodity that England deemed almost more precious than gold.

Bermudians tended to favour the South. The upper floor of the Globe Hotel was used as the office for Confederate agents to coordinate the transporting of goods through the Union blockade. The South was in desperate need of guns, ammunition, uniforms and other war materiel.

When the blockade runners were leaving the Southern States they were loaded up with cotton. They would bring the cotton to Bermuda and then it would be trans-shipped onto larger cargo ships and taken to England.

This is a brief look at the time of the blockade runners during the American Civil War. When you visit the Globe Hotel and Museum you will discover more about the effects of this period on Bermuda commerce as well as some architectural details about the building itself and the history of who lived and worked in the Globe Hotel throughout its history.

References

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For more information on educational tours and activities see the full Teacher Resource Guide at www.bnt.bm