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JENNY AGER
Sheila Jones

It is my honour to have been asked to write some words on the occasion of Jenny's retirement as chairman. I am not the longest serving committee member, that is Clive Holden, but very nearly since I became a member here, Jenny has been chair, and, to me, she and Mourholme Local History Society are synonymous.

She first joined by becoming involved with the book group which was then working on the two books of Warton in the nineteenth century. She had been taking a Certificate in Local History at Lancaster University along with Jane Parsons, and felt that they would benefit, and also could help, by that involvement. The writing was largely complete, but there was much to be done in editing and production. I came in when the 1850-1900 book was moving to readiness, and Jenny seemed gradually to be becoming the go-to person in bringing it to publication.

In the meantime she had also taken on chairmanship of the Society itself, and she fulfilled that task with grace and enthusiasm for nine years. Jenny presided over the monthly meetings with good humour and skill, keeping business on time with a light touch, making each speaker feel valued. She made sure IT equipment was available and working, and came early to check that the room itself was in order. Jenny remains fully committed to the society and has rarely missed a meeting. But that is not the end of her involvement because she has given talks on behalf of the Society, arranged displays at local events, worked over years to secure a safe house for the archive and been hands-on in moving boxes and materials.

Jenny ran committee meetings with a sure touch; quietly, positively, encouraging the airing of opinions but making sure to bring items to a conclusion. Her role in committee was double for a few years, because when we found ourselves without a secretary she took on many secretarial duties. If we flagged, she would spur us on. Before Awena took over publication of the magazine I think it would have died but for Jenny's determination. As a committee we will miss her.

But while knowing we will feel her loss, I think we are all awfully happy for Jenny that she's retiring. Part of the reason she has performed so well is that she is so enthusiastic about the subject of local history herself, and has always been busy with her own research, also continuing to take courses and to study. She is not retiring giving the impression of being tired; she seems full of energy, and we will all want to hear about her research in Family History, on Warton, on her home and The Row, and everything else that she is doing. The society owes her an enormous debt of gratitude and we wish her well in all she does in the future.

THE DEVELOPMENT OF GRANGE

Nick Mortimer

At a recent meeting of the Mourholme Society, Simon Williams presented the story of the Matchless Tragedy, the 1894 boating accident that took place at Jenny Brown's Point, Silverdale, with the loss of 25 lives. I was lucky enough to find the photograph, reproduced below, of the Matchless taken in happier times, and this set me to thinking of the trip that the passengers had embarked upon at Morecambe.



They had set sail to Grange and I wanted to find out how an insignificant fishing village had developed into the destination of sailing boat trips from Morecambe. I had a number of questions about the place to which the Matchless passengers were heading.

What sort of place was Grange?

Before the railway came, Grange was a small fishing port with a harbour whose likely position was opposite where the Railway

Station now is. The sea provided communication with the rest of the Bay and most goods were carried by ships. To reduce their draft further up the estuary, these ships unloaded part of their cargoes at a customs warehouse near The Commodore Inn. It is fascinating to wonder what they were delivering and to where.

Overland communications were poor. There was a guided coach route, across the dangerous sands, which landed at Kents Bank, south of Grange, and a packhorse route that also missed Grange, going from Kendal to Bowland Bridge and then to Newby Bridge via Gummars How. When the turnpike was built in the 1820s across Meathop mosses (the current A590), this road, too, completely missed Grange. It was not until 1875 that a connecting road, probably Windermere Road, was built.

Then, in 1857, Grange was connected to other towns around the Bay by the railway. This was because an extension of the Furness line, the Ulverston to Carnforth rail line, was built to carry coal from the Durham coal fields to Barrow. Things were set to develop.

How did Grange develop after the railway was built?

The building of the railway brought great changes to Grange's purpose. Because the village was now linked to other places by rail the customs warehouse became redundant and the working harbour was closed. There was now a station, or at least a halt, until the Sharpe, Paley and Austin station we see today was built in 1872.

At about the same time the Grange Hotel, also designed by Sharpe, Paley and Austin and funded by the railway, was built on a hill overlooking Grange. A short promenade, which is still there today, appeared between the rail line and the town,

although there was no promenade yet on the seaward side of the railway.

The holiday makers now coming to stay in the Grange Hotel found that the view overlooking the town was poor. Between the town and the station there was a brackish swamp containing Picklefoot spring, which at that time was a public water source. To improve the view, the railway company drained the swamp; they also fenced in the spring but objections were raised and the fence disappeared. Part of the land reclaimed by the drainage was then landscaped and planted to form the Ornamental Gardens. The gardens, where this abundant spring is still flowing, gave a more attractive prospect to the residents of the Grange Hotel.

Other improvements were made on this reclaimed land, which is still below sea level at the highest tides, Station Road was built and the bottom of Windermere Road was improved, although both still flood. From being a small and insignificant fishing village, Grange was now becoming a place in which people wanted to stay.

Where did the pleasure boats and steamers land?

Once the working harbours were no longer needed, there was nowhere for steam boats to land. This was clearly a problem for the people hoping to make money from running steam boat trips across the Bay. In 1875 the Morecambe Steamboat Company built Bayley Lane Pier, the first purpose built pier for pleasure craft. In 1885 a proposal to build a pier by the Grange Pier & Baths Co. appeared, although this appears to have come to nothing so that boats still used the Bayley Lane Pier. A circuit of Grange was still not possible, as the Promenade had not yet been built, so trippers probably went from Bayley Lane Pier into Grange and back the same way. To do this, they had to cross the

railway by a level crossing. It was one of six level crossings that the rail company had to maintain. Most are still in use today despite attempts to close them. There is a footbridge crossing now at the northern end of the Promenade, as well as the footbridge at Clare Lane, recently restored by BAE apprentices, Barrow.

By 1893 the Kent channel had shifted which meant a new pier was needed. The second pier, Clare House Pier, built at the end of Clare Lane, was constructed that year by businessman Richard Bush, using material from the storm damaged Roa Island pier.



Clare House Pier and bathers

Bayley Lane Pier fell into disrepair and eventually disappeared due to the winter storms and ice in the Bay which would break the piers annually.

When it was first built, Clare House Pier became the destination of pleasure trips from Morecambe. Trippers still had to cross the railway to get into Grange, although this changed after 1902 when the promenade was built. A steam ship operated in the Bay, but could only use piers at higher tides so that, when trippers landed at Grange, the tide would be in covering the beach. There was no opportunity for the steam boat trippers to build sand castles. In contrast to the steam ship, the Morecambe nobby sailing boats operated in all tides. In 1894 the passengers of the Matchless could have been heading for the new pier at Clare Lane, although beach landing was still occurring. When the Kent channel moved again in 1910, steamers could no longer use the pier, although sailing boats were still able to land there. Eventually this pier, too, fell into disuse, finally breaking up in a storm on 28 October 1923.

What sort of holiday makers did Grange want to attract?

In contrast to places like Blackpool and Morecambe, Grange itself was not vying for the day tripper trade, but for the week-long holiday maker. To do this it was promoting the town as a health resort where people could take the sea air and bath in salt water. Both of these were fashionable Victorian pastimes, although Grange had no unseemly bathing machines, unlike the vulgar Morecambe. At first, people spending their holiday in Grange, rented whole houses as, initially, there were few hotels. When large hotels such as the Hazelwood Hydro (now the Cumbria Grand Hotel, built in 1880), began to be built they offered salt water baths. Yet Grange was still using wells and springs, such as Pickleford spring, for fresh water. It was not

until later in the 1880s that the town got mains water from its reservoir at High Newton.

However, although Grange did not set out to attract day trippers, they came for the day on boat trips across the Bay from the other Lancashire seaside resorts that were trying for the day tripper and wakes weeks' trade. Like Grange these other seaside towns took off when the railway came. Blackpool got the Lancashire trade and then Morecambe was connected to the rail network by the Midland railway. Wakes Week holiday makers came to Morecambe from the Yorkshire towns, and from some Lancashire towns, hence the majority of the Matchless passengers coming from Burnley on the day of the disaster. Boat trips, such as that taken by the Matchless from Morecambe to Grange across Morecambe Bay, had been popular even before the railway came. Then, although the railway connected Grange to other places around the Bay, boat trips continued into the 1900s. As we have seen, although piers were built for this purpose, day trippers had to cross the railway to get into Grange. So what attracted trippers from Morecambe to the very different Grange over Sands? Perhaps it was just the thrill of a boat trip across the beautiful Morecambe Bay.

Grange was successful in promoting the town as a health resort and holiday makers swelled the population. But, although visitors and residents were able to use mains water after some time in the 1880's, sewage disposal was still a problem, especially as all the new hotels were discharging waste directly in to the Bay. Recent studies have shown that effluent in the Bay just goes in and out with the tide. The town fathers took hold of the situation, and a new sewer took the waste towards Kents Bank before heading a long way out in to the Bay. Something had to be done to hide the sewage pipe which connected the

discharge pipes and this something was a Promenade. Built in 1902, on the seaward side of the railway, the Promenade allowed tea rooms and a bandstand to be built.

Now the tourists had somewhere to stroll, take in the sea air (and the steam smoke of the occasional train), and to make the circuit of the town that was now possible. Over time other shelters and gardens and a bandstand appeared on the new Promenade. Later, the damage from the smuts from the trains meant the Bandstand was moved in the 1920s to Park Road Gardens, where it still stands. The lido and tennis courts were built in 1930s.



Grange Promenade looking south towards Clare house Pier.

Of course Grange remains today what it has always been, an attractive town in a beautiful setting, with the advantage of a long promenade along which to stroll to enjoy the views across the Bay. The change in the course of the Kent Channel to the

other side of the Bay and the growth of saltmarsh at Grange has long made boat trips across the Bay from Morecambe an impossibility. Piers are at present redundant in Grange, but the roads and the railway bring as many people for a happy day out in Grange as ever.

THE RISE (AND FALL) OF THE CARNFORTH CO-OPERATIVE SOCIETY

Clive Holden

The first known mention of a Co-op shop in Carnforth appeared in the 'Lancaster Guardian' of 8th April 1876, when it stated that the Lancaster & Skerton Co-op, at its 61st quarterly meeting, announced that it had bought three shops in Carnforth, one of them to be the Society's grocery store, and shortly afterwards that a contract had been let for alterations to one of them. News thereafter was scanty, except that in April 1877 the (first?) annual tea meeting etc. of the Carnforth branch had been held in the Wesleyan Hall and the National School room. In 1879 there was unwelcome publicity insofar as Robert Taylor, a Carnforth branch grocer had been fined £2 with costs of more than £8 for adulterating castor oil pills.

Dissatisfaction with the Lancaster & Skerton Co-op.

No more was heard until November 1881 when a well-attended meeting of the Carnforth branch was held in the National School room, a Mr. Douglas in the chair. He said that the general opinion was that goods supplied to them from Lancaster were of an inferior quality, and sold at higher prices than they could be bought for at other shops. Another member complained about the condition of the goods after they had been carted from Lancaster, and reeled off a list of comparative prices: flour at the stores was 2s.9d a stone, but at private shops 2s.5d; tea was 3/- compared with 2s.8d; sugar was a halfpenny per pound dearer, and so on. The result was that members would pay 2s. 4d or 2s.5d more in the pound at the stores, but the dividend was only 2s.3d in the pound. Lancaster had been approached several times to remedy the situation, but without effect. 'Home Rule' would seem to be the answer, with larger dividends, the

establishing of a library etc.. A short paper was then read, showing what benefits could be derived from a turnover of £1000 per quarter (the turnover for the previous quarter was £916). A deputation of five members was appointed to wait upon the committee at Lancaster and see what could be done.

It would seem that very little was done, and no further action was taken for the next three years, during which time the parent company put out tenders for alterations to a house and shop in Station Road (Market Street?). However, in February 1885 a meeting was held in the Ironworks room at which Mr. T. Bayley (President of the Lancaster & Skerton Society) took the chair, assisted by Messrs. Crookall, Snape and Woolfenden, all committee men of Lancaster. Mr. Bayley said that he was unaware of any complaints having been made by members of the Carnforth branch (quickly contradicted from the floor). He said that the Carnforth members had the same privileges as anyone else and they could put forward members for election to the committee. Mr. A. Benstead was then about to address the meeting when it was elicited that, although his wife was a member, he was not, and it was ruled, not to everybody's satisfaction, that therefore he was not entitled to speak. Mr. E. Parker said that so many complaints had been made without any notice being taken, that they were tired of making them. They now wished to remedy their grievances themselves, and having served their apprenticeship, wanted their indentures. He hoped that the Lancaster Co-op would give them any assistance required in setting up their own Society. Mr. Bayley replied that if such a decision was made he hoped it would be settled in a friendly way. Mr. Crookall said Carnforth members had about £2000 invested, and it was important that the Committee should know what they intended to do with their investments. He too hoped that any separation could be arranged in an amicable

manner. A vote was taken which resulted in favour of a separate Carnforth Society by 53 votes to 1. When Mr. Bayley pointed out that there were 160 Carnforth members of whom only one third were at the meeting, Mr. Parker said that had already been taken care of, and produced a paper with 130 signatures in favour of separation, and of that number 120 were members. Only three members had refused to sign. The chairman then conceded that the majority were in favour of separation, and the next business would be to form a Carnforth committee to confer with the Lancaster committee regarding the separation. Mr. Parker replied that a committee had already been formed. After a vote of thanks to the chairman the meeting was brought to a close.

The Carnforth Co-operative Society is formed and developed.

On 30th March 1885 a meeting was held in the Ironworks room, at which a management committee for the new Society was elected. The officers and members were as follows: President: W. Ibison; Secretary: J. Parker; Treasurer: G. Gill; Committee men: Messrs. Coulson, Ward, Hague, R. Taylor, Timmins, W. Kellet and Benstead. The launch was to be on 2nd April, and members were to have books rather than tin or paper cheques, (which they presumably had had as a branch of the Lancaster co-op). Out of a large number of applicants Mr. Harry Platt of Delph was selected as manager, and a celebratory tea party was to be held on the 11th April. The tea party was duly held, at which Mr. W. Ibison said that the intention was to have departments for groceries, shoes, butcher's meat, drapery and coal. At the first quarterly meeting in July 1885 a dividend of 2s.3d in the pound was announced, and at a tea meeting at the end of October it was said that the committee was being reduced from nine members to six, and that Carnforth

Co-op Society membership was 179. Membership rose steadily in 1886 to 300 by the end of July, after which it remained static for a time because of a depression in trade. The dividend had risen to 2s.9d, but fell back to 2s.6d in 1887. The other outstanding event of 1886 was the resignation of the president, Mr. Ibison, who left the district.

The building of the Co-op premises in New Street.

In 1887 came the news that the Society was to have new stores erected in New Street, and the dream was realised when the buildings, designed by Robert Walker of Windermere, were opened on 14th July 1888. One immediate advantage was that quarterly meetings no longer had to be held in the Iron- works room, and indeed The North Lancashire Co-operative Societies held a meeting in the new premises on 25th July. By the end of 1888 the dividend was up to 3s 0d and membership had shot up to 432.

1889 started off well with a theatrical licence being granted for the Co-op Hall, which then became a very busy place, much in demand for all kinds of events. Notable among these were political meetings, temperance meetings, choral meetings, dances, lantern and other lectures. There were also concerts, several of which were for the dependents of workmen killed in accidents. Not least among the events were the Co-op's own annual tea parties and balls for no fewer than five hundred guests

It is not known when Mr Platt ceased to be the manager, but a successor, Thomas Coward, died in October 1891. For several years Mr. A. F. Perfect was the President of the Society, to be followed in 1892 by Edward Parker, by which time the membership had risen to 712. In 1892 business was affected by

the Durham miners' strike, but nevertheless the Carnforth Co-op was able to open a branch at Holme in October. In 1893 it was announced that contracts had been let for extensions to the Carnforth Co-op, with excavating , walling and mason work to J. Rigg & Son; joinery to W. Wilson of Warton; plumbing, painting & glazing to J. R. Tanner of Kendal, and slating and plastering to W. Atkinson of Leeds. By March 1894 the extensions were completed, additional details being that plastering and cementing was done by W. Howarth of Borwick; heating by Messrs. Seward & Co. of Lancaster, and ovens fitted by Mason of Manchester. Once again the architect was Robert Walker of Windermere. On 28th April, with due celebration, the new shops were opened.

By this time Edward Parker, who had served seven years as secretary and two as president, was in poor health, and, though he stood for re-election, he was replaced by W. Marshall . Other officials at this time were John Smalley, manager, and C. Batey, secretary. Marshall's presidency was short-lived, as he resigned in 1895 to be succeeded by C. Hepper, an Inland Revenue excise officer, whose tenure was even shorter, as in the December of 1895 he moved to Scotland.

The next event of importance was the opening of the Co-op Reading Room on 14th March 1896 , and later in the year there was a proposal that electric lighting be installed, but this was deferred and eventually abandoned. Plato Postlethwaite chaired the next quarterly meeting, but the presidency devolved upon J. H. Vant, under whose guiding hand it was decided in 1897 to open a branch at Warton, and a new one at Holme. Whether the original Holme branch of 1892 had failed, or whether it was being given superior premises is not clear, but a plot of land was purchased and tenders for masonry , joinery, slating &

plastering from J. Rigg & Son, and for plumbing from J. Gafney (of Carnforth) were accepted. It was at this same time, July 1897, that the membership reached 1000, a landmark which was suitably celebrated in August by a gala in the Co-op field on Lancaster Road (*which field was that?*) with Carnforth Brass Band in attendance. No fewer than 1180 bags of cakes were given to the under 14s, and eight hundred and twenty adults enjoyed a free tea in the Co-op Hall. Sports events included skipping competitions for girls, and festivities concluded with dancing. Perhaps it helped to soften the blow of a reduction in dividend to 2s.6d because of an unexplained loss in the butchering department.

The Co-op already had a slaughterhouse somewhere on North Road, but it was decided to purchase a field at Annas Bank on Kellet Road for £500 and to erect a new slaughterhouse and stables there. By mid-1899 the slaughter-house and stables had been erected and two plots for housing in the same field had been sold; a move which did not meet with universal approval.

A minor crisis arose when the President, J. H. Vant, failed to be re-elected to the Carnforth Urban District Council (CUDC) on which he had served for some years, and it was felt that Co-op representation on the Council was highly desirable. Joseph Barrett, a railway engine driver, was selected to be the Co-op candidate at the CUDC election in 1900, but I think he failed to gain election.

Personal memories of the Carnforth Co-op in the mid 20th Century.

In the middle years of the 20th Century, the Carnforth Co-op was still largely based in the 19th Century premises in New Street. In the 1940s/50s and probably into the 1960s the shop nearest to

Lancaster Road was the confectionery, the domain of Nellie Ormandy assisted by Dinah Kirby. Next to it was the butcher's shop, where 'Long Tom' Hornby was the assistant to Mr. Bristow. My brother worked there for a fairly short time, but found it uncongenial. He was offered some sausages to take home on one occasion, but, knowing the conditions in which they were made and what went into them he politely refused.

Next came the grocery department which had two entrances, and had counters round three sides. Normally you would go through the lower entrance to be served with groceries. The middle counter was where bacon and butter (from Australia and New Zealand) were served, no doubt amongst a few other things, and the third counter may (though I am not sure) have been used for making up orders. During the war women worked in the grocery department, including Lottie Reay, Mattie Miller, Mrs. Pearson, and (possibly) Nancy Johnson. Others who are remembered are Chris Macdonald and Jack Sanderson, while Billy Johnson worked there after the war (he had been captured at Dunkirk and spent the war as a PoW). Harold Garner is also remembered, but he was probably a few years later and did not work behind the counter.

Next to the grocery department was the entrance, up a flight of stairs, to the Co-op offices and the Co-op Hall. Every so often we would take our 'checks' to have the amount marked in the Dividend Book, or to cash the 'divi' if so wished. Head of the office was the urbane, punctiliously polite and soft spoken Mr. Caunce who, to my eyes, had a slightly sinister look, though that was no doubt merely my imagination. As assistants he had Geoff Foxcroft of Bolton-le-Sands and a young lady whose name escapes me. Though the Co-op Hall was not in as much use as in earlier years, it found occasional use for concerts,

political meetings and, in 1953, I remember a Coronation dance being held there.

The shoe shop came next, managed by Mr. Horrocks of Crag Bank, who was small, bald headed and, like Mr. Caunce, very polite and amenable. His assistants in the mid 1940s were my cousin Mary Holden, my sister Frances (who has provided much of this information), and Josie Greenlaw from Sands Lane, Warton. Attached to the shoe shop was the cobbling shop, where Lancelot Jackson of Yealand, Raymond Beatty and a man from Burton (possibly one of the Craystons) worked.

Behind the shoe shop, at a lower level, was the bakery, where Peggy Townson, who lived near to us in King's Drive, ruled the roost. My brother also worked there for a short time, sometimes having to go to light the boiler in the early hours so that all was ready for the day's work.

So much for New Street; now for Market Street. There were only two shops, the drapery and furnishing departments, at the top of Market Street (they are now Age Concern and Harvey's Bargains). A Mr. Haworth of Warton was in charge of the drapery department, with Billy Garth as his assistant. Billy later married Miss Weeks of the newspaper shop across the way (later to become part of Carnforth Bookshop), and presumably his employment by the Co-op ended at that point. Another Howarth (John - not sure of the spelling of Howarth), who I think came from Grange, was later in charge. The furnishing department was the preserve of Mr. Pinder, ably abetted by Bill Sanderson and Maud Webster, who lived on Queen's Drive, quite near to me. At that time there was no Co-op pharmacy in Carnforth.

The demise of the Carnforth Co-operative Society.

However, by the 1970's it was clear that the Carnforth Co-op was struggling against other national chains. It still had a grocery department, as well as drapery and shoe departments, some of them in different premises in Market street. However, on the 15th April 1970, the 'Lancaster Guardian' published an article chronicling the demise of the Carnforth Co-operative Society. In this article it said that, at a meeting held in the Methodist Church School room, members of the Carnforth Co-operative Society agreed to be merged with the Lancastria Society. Mr. W Ayrton, chairman of the Carnforth Society, revealed that the approach had been made by the Carnforth Society, not by Lancastria. Mr. E. H. Caunce, the Carnforth secretary, said that the previous half year had been a poor one, but the one just ended was much improved. When asked by a member whether the Carnforth Society had been driven into the merger he said there had been concern regarding the run on capital following the collapse of the Millom Co-operative Society.

Mr. Lovat of the Manchester Co-operative Wholesale Society (C.W.S.) gave something of an ultimatum to the Carnforth members, for he said Carnforth owed a considerable sum of money to the C.W.S. and to Lancastria, and the C.W.S. was not prepared to back Carnforth if the merger did not go through. He said the Carnforth balance sheet required careful scrutiny, and that, were it necessary to realise the assets, the result would fall about £30,000 short of the balance sheet figures. He confirmed that the C.W.S. was charging the Carnforth Society interest on the amount due. Mr. Duncan McElvey of Lancastria gave an assurance that the interests of employees would be safeguarded and that the capital of members would be guaranteed. He said that societies the size of Carnforth could not compete with national organisations. Others including Mr R. Williams of the

Union of Shop Distributive and Allied Workers (U.S.D.A.W.) supported the merger, adding that extensive wage demands were in the pipeline, and that Lancastria had agreed to them.

At this time the Carnforth Co-op was recorded as having a membership of 7,880 members (surely a misprint), of whom just over a hundred attended the meeting. It had share capital of £161,560, and, according to the balance sheet of September 1969, shares and loans were in the region of £120,000, some of the money invested at 3½ per cent, 3 per cent, at 5 per cent, and 3½ per cent War Stock

After the meeting at which the members of the Carnforth Co-operative Society agreed to be merged with the Lancastria Society, the Carnforth Society's affairs were wound up. Eighty five years after its formation, as a Co-operative Society independent of the Lancaster and Skerton Co-op, it ceased to have independent status and became part of the Lancastria Co-operative Society.

. It would be interesting to know if any of our readers can add to this, especially as to why the Carnforth books did not balance. Any memories of working at the Co-op (or even shopping there) would be welcome. Were Mr. McElvey's assurances honoured ?

HAROLD ESCOLME: A YEALAND YOUTH LOST AT PASSCHENDAELE.

Brian Smalley

Private Harold Escolme, Regimental No. 242593, died, aged just 19, on 2nd August 1917. He enlisted at Lancaster in the King's (Liverpool) Regiment and was posted to the 6th Battalion which became part of the 165 Rifle Brigade, West Lancs Division. On this fateful August day his Regiment was engaged in the Battle of Pilckem Ridge, the first phase in the action which was to become known 2nd Battle of Passchendaele. Harold is one of the countless thousands of casualties of that terrible war who have no known resting place. His body, if it was not vaporised during the bombardment which lasted from 30th July to 4th August of that year, was never recovered.

Harold is one name among the 54,389 officers and men from the United Kingdom and Commonwealth Forces who died in the Ypres Salient before the 16th August 1917 and who are commemorated on the Menin Gate in Ypres. The simple inscription on the memorial reads:

AD MAJOREM DEI GLORIAM
HERE ARE RECORDED NAMES
OF OFFICERS AND MEN WHO FELL
IN YPRES SALIENT BUT TO WHOM
THE FORTUNE OF WAR DENIED
THE KNOWN AND HONOURED BURIAL
GIVEN TO THEIR COMRADES
IN DEATH

More than 90,000 soldiers who died in the Ypres Salient during the course of the 1914 -18 War have no known resting place. Harold Escolme, born in Yealand Conyers on 14th October 1897, is one of them. He is commemorated in his home village with a simple inscription on the war memorial opposite the school which reads:

H. Escolme Signaler (*sic*).

Harold's early life.

Harold was the 3rd child of John and Elizabeth (née Wearing) Escolme of The Dykes, Yealand Conyers. John Escolme, one of ten children of Thomas and Susannah Escolme, was a farmer and in the 1891 census is recorded as the 'adopted son' of Roger and Alice Preston who lived at Dykes House off Dykes Lane. John married Elizabeth Wearing who herself was shown in both 1881 and 1891 censuses as the 'adopted daughter' of the Prestons. By 1901, John is shown as the Head of Household at The Dykes, with the widowed Alice Preston recorded as a boarder. How John came to inherit The Dykes' is unclear, but nevertheless, it provided young Harold with a home. In 1911 Harold, aged 13, is recorded as a scholar, though he no doubt took his share of work on the farm.

Harold's cousin, Helen Escolme, who lived at Dykes Farm on the opposite side of Dykes Lane, kept diaries for a number of years up to Christmas/New Year 1913¹. They give a lot of detail about life in the village in the years leading up to the outbreak of war in 1914, but the diaries concentrate, not surprisingly, on Helen's own life and preoccupations, and do not mention Harold

¹ Previously published in the Mourholme Magazine and able to be accessed via the Society Website. www.mourholme.co.uk

at all, despite the fact that Helen's and Harold's families lived so near to each other (Helens' father, Titus Escolme, was John Escolme's brother). This is a great pity, for it would have been fascinating to learn of Harold's life in the quiet rural community and possibly gain an insight into what led him to enlist – apart, that is, from the national fervour that gripped the country in the early months of the war.

Harold's war experiences.

When war was declared in August 1914, Harold was only 16 years old but within two years he was fighting with his regiment at the Battle of the Somme. The Index of Soldiers Died in the Great War, 1914 – 1919 shows that Harold enlisted at Lancaster but gives no date. Harold's Attestation Papers do not seem to have survived, being part of the 'Burnt Records' which are still being worked on at the National Archives in an attempt to retrieve information about the thousands who enlisted in the early years of the Great War. Regimental Diaries rarely record the names of 'Other Ranks' and I have found no trace of Harold's early military experiences.

The Royal Liverpool Regiment to which Harold was attached was engaged in many of the main offensives on the Somme throughout the summer of 1916: Guillemont, Ginchy, Fleur-Couralette, Morval. Harold survived the horrors of this campaign, managing to avoid becoming one of the casualties of that most attritional of battles. His reward, and that of his comrades in arms, was to be transferred with the rest of his regiment to Flanders and the Ypres Salient in October 1916.

Here, a fuller picture of Harold's experiences starts to emerge from the Battle Orders and War Diaries of the 165th Infantry Brigade and in particular those of the 1st/6th Rifle Battalion of

which Harold was a member. For months on end, the Battalion was moved to and from the front line as the stalemate of trench warfare continued.

Then, in July 1917 came yet another major offensive – the one that was to become known as the 2nd Battle of Passchendaele. Typed Copies of ‘Operation Orders’ of the 165th Brigade show meticulous planning by Staff Officers, and at the same time reveal how little appreciation they had of the conditions the front line soldiers were living - and dying - under. This short extract, dated 30th July 1917, indicates the view of the war from Staff Headquarters:²

165 Infantry Brigade Operation Order No. 125 Reference TRENCH MAP, Attached Sketch Map³

Each Battalion attacking the BLUE LINE will attack in four waves; two companies in the first and second waves, and two companies in the third and fourth waves. Waves are to start at ZERO and cross NO MAN’S LAND well closed up to 10 yards distance. The first and second waves will go through to the German Support Line leaving MOPPERS UP in the German Front Line. The third wave will capture the Reserve Line and consolidate. The fourth wave will advance to the Blue Line and consolidate.

² These orders comprise 8 closely typed foolscap pages, marked SECRET and all in a similar vein.

³ The map shows coloured lines indicating the position of enemy trenches but is not of good enough quality to reproduce here

When the first and second waves have reached their objective (the German Support Line) and the trenches have been cleared of Germans, they will be at once re-organized and will be available as Battalion Reserves at the disposal of the O.C. Battalion.

As easy as that!

Other sections of the Operation Order 125 give detailed instructions on the role of tanks, machine guns, artillery, trench mortars, how the troops are to dress, what to do with captured enemy soldiers, signal communications, salvage procedures and medical provision. Telling phrases show the attitudes of the planners: in the section dealing with troop movements in the 'Down Trench' (i.e. away from the front line), "No unwounded man is to be allowed to pass these posts except runners and stretcher bearers. Men suffering from Shell Shock or Gas will not be allowed to pass". And in the section dealing with tanks support: "Infantry must not be diverted from their proper direction by following the tanks. The Infantry must on no account wait for the Tanks".

Attacks and counter-attacks had made little difference to the overall balance of power on this section of the front during the preceding 3 years. What is certain is that the men endured atrocious conditions: the harsh winter of 1916 – 17 gave way to the wettest spring in living memory. The preliminary bombardment before the 2nd Battle of Passchendaele lasted for 10 days, during which time 3,000 guns fired 4.25 million artillery shells. Along an 11 mile front the infantry attack comprised: a corps of the French First Army on the left; the British Fifth Army in the centre; and a corps of the British Second Army on the right of the attack. The German Fourth

Army held off the attackers in most places. Within hours of the start of the battle rain began to fall and crucially did not stop, carrying on into the following weeks.

The constant rain produced conditions completely unsuitable for the continued movement of men, animals and heavy equipment, such as artillery pieces and tanks. The battle, however, continued to grind on in short phases for several weeks throughout the late summer, the autumn and into the winter until the eventual capture of the crest of the Passchendaele Ridge and Passchendaele village on 6th November. The Battle of Passchendaele was a name which became synonymous to the British nation with the mud, blood, horror and terrible human loss that was the trench warfare of the Great War of 1914-1918.

The War Diaries of Harold's Regiment, and particularly that of his Battalion, offer a different perspective from the Staff Orders of the action and the conditions in which the troops operated.

165 Infantry Brigade HQ War Diary for period 1st - 31st August 1917

Ypres: Aug 1st:

Dawn found the Brigade holding tenaciously on to the dearly bought BLACK LINE. Throughout the whole night heavy rain had fallen and the terrain, already in a much churned up condition from the heavy shell fire, was now nothing but slush and mud. The men had spent the night standing in what were once trenches – now knee deep in mud and water – and although soaked through, tired out and hungry, they cheerfully stood the heavy enemy shelling. Despite the conditions, strong points were pushed forward from the BLACK LINE and consolidated. Information came through that the enemy was in possession of HILL 35. During the day and night the enemy did

not repeat his procedure of yesterday in counter-attacking, but continued shelling heavily.

[Aug] 2nd:

Information was received from a Prisoner that the enemy had been ordered to recapture the BLACK LINE and the Brigade made all possible preparations to repel the impending attack. Preceded by a heavy bombardment, the Germans launched their attack at 12.40 p.m. Our guns opened with one crash, and a terrific bombardment was dropped just in front of the advancing line of German Infantry. Twice the enemy flung themselves at our line, and each time were caught in an annihilating fire from light and heavy guns, and our machine guns. That night, the Battalion were relieved in the line by the 107 Brigade and made their way in small parties to CONGREVE WALK.

1st/6th Battalion War Diary for August 1917⁴

1/8/17

All dispositions as on the afternoon of 31/07/17. Weather very wet and trenches full of water. Artillery very active on both sides but not as intense as the previous day. The enemy was found to be holding the ridge of Hill 35 and overlooked our positions.

2/8/17

Dispositions as above. Weather still wet and conditions very trying the water in the trenches being over knee deep and the mud very heavy. Attempted enemy counter attack dealt with by the Artillery. The men by this time were very exhausted and feeling the effects of continued wet conditions...

⁴ This diary was handwritten in the field; again the condition is not good enough to reproduce it here.

The total casualties of the Battle were:

Officers (*all named*)

3 killed, 2 missing, 4 wounded

Other ranks (*unnamed*):

29 killed, 43 wounded, 40 missing: Harold Escolme
was one of those 40 missing.

The price of a life.

The UK WW1 Medal & Award Rolls 1914-1920 record that: “242593 Pte ESCOLME, Harold 1/6th K.L.R. is entitled to Victory Medal and British War Medal granted under Army Orders 266301 of 1919”.

The UK Army Register of Soldiers Effects, 1901–1929, held at the National Army Museum, Chelsea, show that Harold’s father, John Escolme, received £3.8s.7d on 17th December 1917 (*presumably for pay owing at the time of Harold’s death*). Also, in 1920, a War Gratuity of £4.0s,0d was paid to his next of kin, his father, John.

One of many.

The story of Harold Escolme, son of Yealand, is in some respects unremarkable, in that his short life and early death is mirrored in countless thousands of similar stories from farms, villages, towns and cities throughout the land and indeed throughout the world. I picked Harold’s name at random from the Roll of Honour hanging in the Yealand Village Hall. Having done a lot of research into my own family, I thought it would be an interesting project to research the life of someone I knew absolutely nothing about. And if truth be told, I have learned very little about Harold himself during my researches. What I have learned has made the history of the suffering of the

common soldiers in that great conflict more personal and more real. I shall continue to try and discover more about the man whose name is engraved on a monument in a Belgian town, where, every evening at 8.00 pm local time, a bugler of the Last Post Association sounds the plaintive notes of the Last Post in memory of Harold and his fallen comrades and in tribute to their sacrifice.

In two years' time, it will be 100 years since Harold died. I hope that by then I will have learned more about him. If anyone reading this has any information about Harold and his family, I would be very grateful to hear from you.

CARNFORTH MEMORIES OF CHILDHOOD PLAY

Sheila Jones

When I was a very young child, living on a wide terraced street in Newcastle, there were three areas of play: the Little Moor; down the valley; or the back lane. Although I was too young to go to the first two unaccompanied and was mainly a small spectator in the back lane, they are still clear to me as stimulating a particular play response, and as a choice of arena of play depending on one's mood and general personality. Talking to older people in Carnforth, I was interested to hear them reminiscing about childhood also in terms of location and became aware of the wonderfully wide options available to them in the mid-twentieth century. I recorded Mary, Alf and Jean.

Some activities were very low-key; Mary would go down into the quarry to pick dog daisies and Alf went "up Kellett Seas" for bluebells and primroses; Mary spent hours in the cemetery, and would make the graves more fair with a greater sense of social justice than of social mores, moving flowers from those which had plenty to those that had none; Jean and her friends used to go to wave at the trains. Because Tipping Lane, next to the canal, is dirt, it was used as a place to play marbles and alleys, in that game that involved scooping holes as "goals". Concrete road surfaces, rather than tarmac, made spinning tops more proficient, and Jean also enjoyed 'bowlers', bicycle tyres to roll along with a stick. Near Alf's house, leading down from Kellett Lane, almost opposite the Cross Keys, the road was of just the right length and slope for the boys to crouch down on roller skates making a "train" with arms around the one in front.

There was a drain where you had to widen your legs to either side, and this is where

Alf always came a cropper! Rolling paste eggs needs a steep grassy slope, and so each Eastertide everyone would troop to Springfield, across the canal from Crag Bank Road.

Before the Highfield estate was built, before the motorway cleaved the fields, and before the Kellett quarry took over so much land, Alf, at the east side of Carnforth, used to roam extensively, coming home only when he guessed it were time, although if he missed dinner or tea his mother would be cross. On one such occasion he and his pals had gone to play hide and seek in one of the woodland areas towards the Kelleths. He was about to hide in the bushes but was alarmed by a cow or bull and so climbed a tree instead. The beast lay down under the tree and he was stuck for four or five hours, missing both meals. He reiterated often that farmers did not mind you crossing their land. Jean, from the Hunter St. area of Carnforth (behind the Co-op), remembered going from home up Warton Crag doing paper chases. “Someone would say, ‘Right, paper chase today! Somebody go up!’” They’d go right through the fields at Warton, though today, she said, they’d be classed as litter louts.

In winter Alf and his pals knew the best hills for sledging. There is one between Carnforth and Nether Kellett that they called Switchbacks and they’d be there for hours. The Postlethwaites had a nice posh sledge but Alf had “a blinking fishbox stuck on runners”. Another sledging spot was the steep hill he called Sandford, running down to the A6 on the right, just north of Aldi. Both Jean and Alf stressed that they felt safe. Jean supposed that “things did go on that you didn’t know

about” and Alf actually knew someone who was murdered in Morecambe, but they themselves felt secure. Play was often, but not necessarily communal. Alf and Mary knew one another in their childhood:

“We used to make these camps. Like we used to find some ‘oller somewhere and we used to dig it out and then put corrugated sheets over top and have a little fireplace, and, not drinking wine, but tek a bottle of pop”. (The touch about the wine is a wonderful bridge between the reality and the fantasy of the play).

Although they had this tremendous ‘right to roam’, they sometimes sought locations closer to hand. Mary loved swimming and says “it was like a Lido down there at Bainbridge’s Bridge” (this is the canal bridge that Alf called Slinger’s, and that is currently called Hodgson’s). “People used to go there in their dozens and the summers were so long.” She described the path over the fields she’d take to get there, and the hedge behind which they used to get undressed, and the first time she swam across the canal after Mr Stephenson taught her. She was a tomboy and dared to swim right under the bridge; she believes she was the only girl who ever jumped off it. She continued going there throughout her teenage years. Alf loved the canal in all seasons. He did not have any skates, but in winter used to ride his bike along it. He had a friend on the bike with him once, and remembered to throw himself off when they were coming to the thin ice under the bridge, but without time to alert his friend. Alan “were a bit wet, bike was alright”. He even had a little canoe, along with his mate, that he kept “in my Gramma’s backyard down Canal Cottages”.

The quarry, too, was a particular play area. Mary told of the boys digging to try to get into the sand martins' nests around the edge. Once a little boy, Brian, got buried in a collapse of sand. She was sent to bring help, but before she got back the big boys had safely dug him out. Alf and his friend, Alan, jumped on one of the trolleys on rails there wondering if it would move. It took off and

they just jumped off before it went over the end.

Jean's special place was the shore. It was in three sections. The first section was Millhead, the second section was for the Hunter St. children, and the third was Crag Bank, and you had to keep to your own area. Her mother would send her off with a bottle of water and jam sandwiches and they would play there all day. She couldn't say what they did; being there was the thing. Jean was territorial. Hunter St., Ramsden St., Pond St., and Pond Tee.. all played together. Around Bonfire Night they'd come up Haws Hill to Grosvenor Place and pinch their bonfire stuff and run down Haws Hill with it. Grosvenor Place reciprocated.

There were also formal play areas. Alf mentioned a children's playground and a pavilion with a billiard table, but not as places he used. He did enjoy being taken to the lido at Grange-over-Sands, as did Mary, but they were family outings really.

It is strange to recall that the years Jean, Alf, and Mary were talking about were, generally speaking, the war years. Only Mary referred to it. "I spent a long time under the table during the war. My father insisted when the siren went we'd get out of bed and go under the table in the living room and mum would bring the pillows and then of course we used to get so bored. And we had a rocking chair and we used to come out and we'd turn it around and slide down the back of it. Or I used to put my tap shoes on and entertain everyone because we had a stone

quarry surround in the living room. The carpet wasn't big enough to cover it, and my mother used to Cardinal Red it, and it was wonderful for tapping".

It has become a cliché to say children used to make their own fun more readily than they do today, but listening to these reminiscences one had to feel that they were blessed with the freedom of location, and the permission to explore, that allowed their inventiveness to flourish. I am curious to find out if Mary, who has lived in Lancaster for years, remembers the camps with Alf in the same way he does.

SUMMER TRIPS: EXPLORING LOCAL HISTORIC SITES

Two trips were organised this summer, both to sites of interest to local historians. The first trip, to Summer House Hill, which was organised by Andy Denwood, is written about by Simon Williams. In a spirit of symmetry Andy writes about the trip Simon organised to three local medieval towers (or, as it turned out, to a Tolkienesque Two Towers).

UNLOCKING THE SECRETS OF SUMMER HOUSE HILL **Simon Williams**

On a rather chilly Wednesday morning, 27th May, a dozen Mourholme members assembled at the Quaker's Meeting House in Yealand, and walked up the footpaths to Summerhouse Hill. Mourholme committee member Andy Denwood introduced Dr Vicki Cummings, an expert in prehistoric monuments, who although new to this site, readily shared her expert views and theories on what we found.



Archaeologist Dr Vicki Cummings (3rd from right) leads Mourholme members' discussions.

Our first stop was a burial mound, excavated in the 1780s, and where a skeleton, some pottery and a blue glass bead had been found – all now sadly lost. Needless to say, archaeology was not very rigorous in that era: Dr Cummings referred to the sadly depleted mound as an “antiquarian robber trench”, but at least there is a record of the finds.



The base of what was the early-19th century summerhouse

Next stop was the site of the former summerhouse itself – now no more than an elevated plinth-platform. Members noted that there is an oral tradition of the summerhouse having been built on pre-existing archaeology, and Dr Cummings noted that the base of the plinth is formed of large stones in a curve – more reminiscent of prehistoric patterns than a more recent dry stone wall effect. She was quick to add that, “but looking like bronze age doesn’t mean that it is!”

The visit then started to focus on some of the huge boulders on the high plateau of Summerhouse Hill, referencing Colonel North’s diagram of 1935 in which he put forward the argument that at least four of the boulders formed a circle. Dr Cummings

noted that there was an alternative case for there being a stone row, a common feature of Bronze Age landscapes, possibly marking an ancient route way.

Of the stones themselves, she noted that these weren't the usual shape of stones chosen for a stone circle – they were large and bulky rather than tall and square cut. If a stone circle had been wanted, there were better choices of suitable stones readily available from the adjacent limestone beds. Her first impressions were that this probably was not a stone circle, but that some prehistoric features were present and worth more investigation. The walk concluded with a brief discussion of Dr Cumming's idea to encourage one of her students to concentrate a dissertation on the site, having use of the University of Central Lancashire's specialist equipment, such as geophysical surveying tools. On this encouraging note, a fascinating walk in an enchanting beauty spot came to an end.

THE THREE TOWERS: BEETHAM, HAZELSLACK AND ARNSIDE. Andy Denwood

The Society enjoyed near perfect weather on the fourth of June for a summer trip billed as an academic-led tour of three medieval towers on our home patch. And although we ran out of time and had to miss out Hazelslack Tower, the 27 members who attended were given much food for thought by our guide for the day, archaeologist Dr Caron Newman of Newcastle University.

Dr Newman's principal message was a bit of a shock to many: we should not refer to any of our local towers as Pele Towers. They were tower houses, she said. Arnside Tower was possibly

a hunting lodge and certainly not a refuge from rampaging Scots. The towers were built to reflect the status of their owners rather than to defend against invaders. Pele Towers were much smaller and less luxurious than the three towers on our itinerary, she said, and they were to be found closer to the Scottish border.

Our tour began in the hamlet of Hale, a stone's throw from the ruins of Beetham Hall. Hale was a classic medieval settlement: houses set in a row with long, narrow arable fields in front and rough grazing for cattle and sheep in the woods behind. Dr Newman pointed out lynchet marks in the fields showing which had been ploughed, and she suggested that some surviving houses may have been built on the footprint of older medieval homes. These would have been single storey structures with open hearth fires.



Beetham Tower

Beetham was a semi-fortified hall, said Dr Newman. The visible building probably dated from the late fourteenth century although the earliest reference to the site went back to 1254. Some of the curtain wall survives while the two wings of a

typical medieval manor house were also visible. One wing would have housed the kitchen and buttery, while the “solar wing” provided accommodation for the Lord of the Manor.

Local folklore suggests the Lord’s tenants gathered to pay their rents at “The Rent Stone”, a massive boulder of Shap granite in the field next to Beetham Hall. This stone, Mourholme member Peter Standing informed us, was “the finest glacial erratic in the whole of the Area of Outstanding Natural Beauty.”

We ate our sandwiches in Beetham, reflecting that in 1254 the village had been home to 28 landless cottagers and 24 landed tenants. All of them would have worshipped in the church and anyone who produced cereals would have been obliged to pay the Lord of the Manor for the use of his corn mill.

Next stop was Arnside Tower which Dr Newman described as “rather enigmatic”. It was she said “a true tower house”, closer in



Arnside Tower

appearance to a Pele Tower than either Beetham or Hazelslack but too big and luxurious to be compared to the Pele Towers found closer to the Scottish border. Arnside Tower was thought to date from the fifteenth century, making it late medieval. Although again, Dr Newman believed there had been something on the site rather earlier. She thought, however, that there was, “absolutely no evidence” of its being a defence against the Scots: Robert the Bruce had invaded England in 1322, why would local people build a defensive tower so much later? But the tower might have been a hunting lodge, she suggested. Lord of the Manor Ralph de Betham held the right to hunt small game in the area in 1334. In 1655 surrounding land was described as “Arnside Park”, suggesting it had been a deer park. But there was clearly much more work to be done on the site.

A hugely enjoyable outing ended with an enthusiastic round of applause for Dr Newman.

REPORTS OF EVENING MEETINGS Clive Holden

22nd April 2015 What is that? (part 2).

To start proceedings **Geoff Wood** tested our local knowledge by showing twenty views and asking us what they were. Some, such as the Carnforth Ironworks entrance sign, the three entrances at Warton Old Rectory and an aerial view of St. Anthony's Tower at Milnthorpe should have been quite easy (but were they?). Others needed a bit more thought, and even if we knew the answers there was usually a story to be told about each one. Did we, for instance, know that the column in a field between Millhead and Warton was a relic from Warton Grange, or that the concrete base surrounded by a low wall near the Pepperpot was the remains of a WW2 Home Guard anti-aircraft battery? Most of Geoff's explanations had the ring of authenticity about them, but is there really a snake that curls itself round a rock near Challon Hall waiting to gobble me up? Hmmm. Don't think I'll go there again!

If we thought that was the end of the evening's entertainment we were wrong, for that was when Geoff continued with part 2 of 'What is that? (see Mourholme Magazine 2014 No.1)'. We first visited the chapel of ease at Crook (1620), then looked at the clock tower at Grange (1912) admired by no less an authority than Nicholas Pevsner, as were several other structures seen during the evening. Visitors to Hampsfell Hospice were obviously expected to have a classical background; how else would they know that in Greek it welcomes the rosy-fingered dawn? How many of us knew that Alston lead miners made an annual pilgrimage to Humphrey Head to take advantage of its curative waters? We were told of the fortunes and misfortunes of the Harrington family (one of whom had been standard

bearer to Henry V at Agincourt) at Wraysholme Tower, and of the career of Sir John Barrow, whose cottage still stands at Ulverston, and to whom the Hoad (a replica of Eddystone lighthouse) is dedicated. Towards the end of our journey we visited the Rampside Needle, a navigation guide for ships, and its less aesthetically pleasing modern replacement; and Rampside Hall, remarkable for its solid rank of chimney stacks; before going along the causeway (former railway track) to Roa Island. Earlier on our travels we saw a cast sign proclaiming that on a certain date in the 18th Century at Kents Bank nothing happened. We can confidently proclaim that on a certain evening at Yealand Village Hall in 2015 our breadth of local knowledge was considerably enhanced.

This meeting was preceded by the AGM at which it was announced that both Jenny Ager and Sue Smalley were resigning from the committee. Sheila Jones paid tribute to the invaluable contribution Jenny Ager has made to the society over many years. You can read this tribute in full on page 1. Sue Smalley was also thanked for her hard work for the society in arranging the interesting and thought provoking programmes we have enjoyed for the last three years.

23rd September 2015: Early Maps of Lancashire (mainly) and their Makers.

Ian Saunders of Lancaster University divided his talk into three parts: the origins of maps from the time of Ptolemy in 150 A.D.; the period pre 1750 when technological limitations meant that maps were often crude representations, and the subsequent period when more precise mapping could be achieved. Some of the mapmakers mentioned, such as Mercator, Saxton and Speed may be familiar to us, but others less familiar such as Ortelius,

Ogilby, Bowen, Moll, Kitchen and Greenwood were also significant in the world of cartography.

Many of the printing plates had very long lives, sometimes being re-engraved, and as the lettering on them had to be mirror-image, it must have been a skilled occupation, and hardly surprising that mistakes occurred. Some of the early maps were indeed crude, with one map making Lancashire look as if it were a mass of ant hills, from the highest of which cartographers could make their observations. Roads, which were too muddy to be of use to most travellers, were omitted, and towns/villages were indicated, not always accurately, by pictograms.

The problem of indicating high ground was much later partially solved by the use of hachuring ('hairy caterpillars'), and later still by the use of colour layering. Not until the close of the nineteenth century did contours find favour. Other difficulties were those of scale, and confusion between true and magnetic north, all of them, of course, now solved.

We were told much more about the development of mapmaking, including the printing of some extremely expensive atlases. But enough! Much more could be written, but suffice it to say that many of the maps through the ages have been not only of practical use, but aesthetically pleasing to the eye.

NOTES AND QUERIES

TEXTILE PROJECTS

Kate Schofield

I'm a textile designer/maker. I spin, weave and knit wool from the fleeces of conservation grazer, rare and native breed sheep on farms in Arnside/Silverdale AONB. I also produce work from reclaimed cotton from a cotton mill/museum where I work.

One of my interests is research into gansey knitting in the coastal villages of Lancashire during the nineteenth and early twentieth century. A gansey is a tightly knitted wool jumper often with some fancy stitches on the yoke, patterns would vary between villages and the garment would be worn by fishermen.



A gansey

As you can see, it looks similar to the modern Guernsey style

jumper and would have been knitted in naturally oiled wool.

There are many historical designs originating from the villages of the North East coast but I have not found any from Lancashire. So the search is on and if anyone has any memories of this type of garment being knitted I'd love to hear from them.

I'm also interested in pre-Industrial Revolution textile production generally in the South Lakes area. I understand that there was a sail maker in Silverdale and canvas weaving in Warton (hence the wild hemp still found locally) as well as flax growing and spinning and I'd like to learn more, as the personal connection between the grower, the spinner, the weaver and the seafarer would have been really important. It is a relationship which is fascinating for me and a connection that I fear we have now lost.

If Mourholme members have any information about gansey knitting or about pre-Industrial Revolution textile production, I would be very pleased to hear from them on schofield316@btinternet.com

CARNFORTH COAL CLUB **Clive Holden**

My father was a railway employee and a member of the Carnforth Railway Servants Coal Club. The following receipt for a supply of coal on behalf of the Coal Club, dated 1st December 1941, is one of a number of Coal Club receipts I still have.

WEIGHT & MEASURES ACT, 1889. THIRD SCHEDULE.
WEIGHT TICKET OR CONSIGNMENT NOTE ON DELIVERY OF COAL OVER
TWO HUNDRED-WEIGHT.

Depot:—RAILWAY COAL WHARF,
CARNFORTH.....19..

M. *Longthorne* *Driver*
Carnforth Railway Servants' Coal Club.
Secretary: W. LONGTHORNE 7, Hawk Street.

TAKE NOTICE that you are to receive herewith
.....tons.....cwt.....qrs.of.....
Coal in.....sacks, each sack containing.....cwt.
.....Coke insacks

When sold in bulk add—	Tons	Cwt	Qrs.
Gross Weight of Coal & Vehicle, &c.	1	7	2
Tare Weight of Vehicle, &c.		9	8
Nett Weight of Coal delivered herewith		18	2

Price per Ton. £ s. d.

DELIVERED BY *H. B. Longthorne* CARTAGE...

WEIGHTS AND MEASURES ACTS, 1889.

When Coal is delivered by means of a vehicle, the seller must deliver, or send by post, or otherwise to the purchaser or his servant, before any part of the coal is unloaded, a ticket or note in this form.
Any seller of coal who delivers a less quantity than is stated in this ticket or note is liable to a fine.
Any person attending on a vehicle used for the delivery of coal, who, having received a ticket or note for delivery to the purchaser refuse or neglect to deliver it to the purchaser or his servant is liable to a fine.

The railway coal wharf was, I believe, on railway property on the Carnforth side of Hag Lane near the 1880 bridge, though I am open to correction on that. It is interesting to note that the weight of the delivery vehicle (was it horse-drawn or a lorry?) is taken into account and the amount payable thereby reduced, though that amount is not quoted. A similar receipt for November 1942, for 17 cwt of coal shows the price at that time to be 43/- per ton and the cost £1.16s. 9d plus 3/- for cartage.

Until 1940 we lived at 6, Oxford Street, which had a coal cellar, so that the coal could be dropped from bags into the cellar, but

at King's Drive the coal house was an integral part of the building , and the coal was simply dumped on the pavement outside the front garden and left for us to shovel in as best we could.

By October 1942 the secretary of the coal club had ceased to be Bill Longthorne of Hawk Street; he was replaced by Joe Kirkpatrick of Hewthwaite Terrace, who was still the secretary in 1954 (the date of the last, much simplified, receipt in my possession). I am told that Bill Longthorne had an office job on the railway, and Joe Kirkpatrick was an engine driver.

I don't know when the Carnforth Railway Coal Club came into existence, whether it was in the pre-grouping days (i.e.before 1923), or after the LNWR, MR and FR became constituents of the LMS. It would be stretching the imagination to think that the Carnforth Railway Servants' Coal Club survived into the electric era. Neither do I know if all railway workers were automatically members of the Club, or if they had to pay a fee. I expect that the coal would be at a concessionary price, but how it was financed I have no idea, nor when it went out of business. Perhaps it did not even survive the 1950s.

I hope that one or more of our readers may know the answers to these questions, or that they can supply their own experiences of the Carnforth Railway Servants Coal Club.

