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Contents

SHIPBUILDING "NEAR WARTON"

Andy Denwood

"I being at this time much out of business, I was persuaded by some neighbours to stand a sixth part share in a new ship of about 80 tons now building near Warton." [1]

These tantalising words come from the memoirs of the Lancaster Quaker merchant William Stout. The year was 1698 and the energetic Mr Stout - who began in business as a grocer - was about to plunge into the Virginia trade: sending textiles to the Caribbean and North American colonies and fetching tobacco, sugar and ginger back to Lancashire.

His new ship was called 'The Employment'. It was to have a chequered trading life which finally ended in disaster. More of that later. The questions I want to focus on first in this article are: where exactly "near Warton" was this transatlantic vessel built, and by whom?

Shipbuilding is not an enterprise that immediately springs to mind when we think of Warton. Farming, quarrying, small-scale mining for iron and copper, lime-burning -these are the rural and semi-rural industries that we know were carried on locally in the eighteenth and nineteenth centuries. Shipbuilding seems improbable, even out of place. But communities around Morecambe Bay must always have built smaller vessels for fishing, trading and transport. Until comparatively recent times, the long-established Arnside firm of Crossfields was famed for

[1] 'Autobiography of William Stout of Lancaster' p 48 (reprinted by "Forgotten Books")

its dinghies, "nobbies"[2] and yachts. When local merchants began to trade over much longer distances, these well-honed traditional boat-building skills must have been up-scaled and adapted to meet the massive new challenge of carrying crews and their cargoes across the ocean rather than around the coast.

Our best and most local contemporary source of information for the early eighteenth century is often John Lucas, the author of "The History of Warton Parish". Lucas lived and went to school in the village. He knew many of the villagers well, was related to quite a number of them, and he had a good eye for the things that future generations would find interesting: everything from the techniques for making sea-salt to the usefulness of peacocks in controlling poisonous snakes! His book was written in Latin between 1710 and 1740, after he had left the village to work as a schoolmaster in Leeds. And on pages 137 and 138 of the modern translation of his work, he volunteers some intriguing evidence on shipbuilding.

The old house on Gallihaw Hill on the south side of the River Keer near Millhead, "has anciently been noted for the building of Merchant Ships", he claimed.[3] Gallihaw – or Galley Hall on the modern map - is still there. Travelling from Carnforth to Warton, you turn left down Hagg Lane (signed Shore Road), just before Keer Bridge and you will see the old buildings on the left hand-side.

When the River Kent shifted its course towards the south side of Morecambe Bay in the early 1700's, Lucas wrote, "a good

[2] A nobby is a traditional inshore sailing boat used along the Lancashire coast.

[3] John Lucas 'The History of Warton Parish', translated, and abridged by J Rawlinson Ford and JA Fuller Maitland, 1931

quantity of ship timber was found near Gallihaw, part thereof appeared to have been wrought, and part had not been wrought. There were also laid bare at the same time and place parts of ships and boats, which, by persons well skill'd in the art of shipbuilding, were thought to have been built several hundred years since."

To the best of my knowledge there is no other source confirming Lucas's account of the discovery of this timber, nor of its significance. It is worth remembering, however, that he was recording something which he claimed had happened in his own lifetime.But another of Lucas's assertions – that the name Gallihaw was derived from an ancient association with shipping – earns him a scornful broadside from a more modern historian.

"Most probably Lucas was seduced by the name of the farm into making some association with galleys," wrote Dr Andrew White, the distinguished writer and former curator of Lancaster Museums. "He exhibits at times an almost medieval contempt for observable fact, preferring to ignore the evidence of his own eyes in favour of literary derivations, however contrived."[4]

It is true that Lucas's approach to history often seems fanciful to the modern reader. But a review of the available evidence suggests his claims for Gallihaw as a shipbuilding location cannot be dismissed. It is certainly true, when one follows the Keer today as it winds its way in a deep cutting out on to Morecambe Bay, that it is difficult to imagine a large wooden vessel being built here. Steering it down the river on to the Bay

[4] 'Early Shipbuilding in Warton Parish', by Andrew White, Contrebis, XVII, 1991-2, pp76-82

would be tricky if not impossible: the Keer's tortuous bends would surely defeat the pilot of any but the smallest of craft. John Lucas, however, does offer us "the evidence of his own eyes" to counter-balance this modern impression. He wrote that in his own time, "barks" and "pinks" habitually put in at Gallihaw. Pinks were narrow-sterned, shallow-drafted, square-rigged trading vessels. A bark – or barque – was a ship with three or more masts, often used to deliver coal to communities, kilns or workshops around the Bay. Neither type of vessel was especially large, but nor were they rowing boats. They arrived, said Lucas, "from Scotland, Ireland, the Isle of Man and the western coasts of England."[5]

The idea that vessels of such size would regularly come and go at Gallihaw suggest that the estuary and foreshore may have changed since Lucas's day. On the Bay, the channels of the Keer and the Kent are known to shift constantly. And perhaps the dumping of tailings from the iron works at Carnforth in the nineteenth century changed the shape and depth of the Keer's channel, making it narrower and more serpentine.

The most important and relevant of Lucas's recollections of shipbuilding at Gallihaw, however, refers to the construction of a specific vessel. He named it as 'The Content' of Lancaster, built when he was a schoolboy. It is believed to have been built in 1697 – just a year before William Stout's 'Employment' and was probably a similar sort of ship. The process of shipbuilding required surprisingly little in the way of infrastructure. Ships were often built on mudbanks above the high-tide mark with a frame to support the hull while under construction. The technique is clearly demonstrated in an eighteenth century

[5] John Lucas 'The History of Warton Parish', translated, and abridged by J Rawlinson Ford and JA Fuller Maitland, 1931 137-8

painting, now owned by Lancaster Museums, showing the construction of a ship,by the Lancaster shipbuilders Brockbanks. The vessel rests on a frame on the side of the River Lune just below where Sainsbury's supermarket stands today. So it would have been technically possible to build ships at Gallihaw. And we have Lucas's assertion that a ship was indeed built there during his own childhood – only a year before William Stout says his vessel was under construction "near Warton".

For his own investigation, "Early Ship-Building in Warton Parish", Dr White scoured the Warton parish records for evidence of tradesmen active in the industry. He noted that the Nicholson family who owned Gallihaw did produce one shipwright: Christopher Nicholson, who had been baptised in 1687. But the wills of other family members revealed no involvement with shipbuilding. Dr White was more impressed by another shipwright whom he felt was a better candidate for operating a ship yard building larger vessels "near Warton".

Edward Barrow was a ship's carpenter from Cartmel. In 1721 he married a widow, Mary Thornton of Lindeth in the parish of Warton. The marriage produced two children, but came to an end in little more than six years, when Edward died at the age of 45. He left more than £660 in his will, as well as "plank at Sunderland", "timber in sundry places" and shares in two ships. "It is unlikely", Dr White observed "that Barrow would have accumulated so much money had he not been the proprietor of a shipyard."[6]

Since Edward Barrow was based in Lindeth – a part of Warton parish now merged with Silverdale – Dr White thought it

[6] 'Early Shipbuilding in Warton Parish', by Andrew White, Contrebis, XVII, 1991-2, pp 76-82

improbable that he was building ships at Gallihaw on the Carnforth side of the River Keer. The more likely location of the shipyard was in Lindeth – "somewhere on the sheltered eastern side of the Silverdale peninsula, perhaps in the area of Leighton Moss," Dr White believed.

However, some years after Dr White wrote his article, a new piece of evidence about shipbuilding in Warton came to light in the form of a notebook recording the daily transactions of a tradesman working in the shipbuilding industry. It covers the years 1722 to 1727. Although it is unsigned, Dr Nigel Dalziel, a former curator at Lancaster Maritime Museum, believed it to be the work of Edward Barrow: the same shipwright identified by Dr White as a probable shipyard owner. [7]

The notebook is a record of work done, timber bought and payments made. It does not pinpoint the location of the shipyard where Edward Barrow worked. But it does contain an important clue. One scribbled sentence on page 8 of the notebook refers to labour provided for work at "kear", which is taken by Dr Dalziel to mean the River Keer in the parish of Warton. There are also at least six references in the daybook to one of Edward Barrow's workmen, Christopher Nicholson, whose family – as Dr White noted -- owned Gallihaw.

Overall, the evidence of the shipbuilder's notebook seems to support the idea that ships were being built on the River Keer in the late seventeenth and early eighteenth centuries. These ships for the transatlantic trade were being constructed in Warton parish some years before Lancaster became established as a shipbuilding centre. It means that John Lucas was

[7] 'Lancaster Shipbuilder's Daybook, 1722-7', NR Dalziel, Lancaster Maritime Museum, 1996

probably right when he suggests that ships were built at Gallihaw.

It looks increasingly likely that when the Quaker merchant William Stout inspected "Employment", his new ship "of about 80 tons now building near Warton", in 1698, it was probably to Keer Bridge and the stretch of the River Keer around Gallihaw that he came. But what about 'The Employment'? Did its construction mark the beginning of a profitable new phase in William Stout's trading career? Sadly, no. Built near Warton, she was fitted out at Sunderland Point, provisioned and filled with cargo for her first run to Virginia. She returned, disappointingly, only half filled with tobacco and poor old William Stout made a loss on the voyage.

Worse was to come. After a series of largely unprofitable voyages, she was surprised by French privateers on the way back from Barbados. The French wanted to tow her back to St Malo as a prize, but her captain persuaded them to let the ship continue on its way while taking him to France as hostage. Although the privateers agreed, the arrangement left 'The Employment' in the hands of an inexperienced ship's mate, who piloted the vessel all the way back to Lancashire only to run aground off Fleetwood. Mercifully, all hands survived, but the ship broke up on the rocks. The wreck left the unfortunate captain a prisoner in France for six months. And the luckless William Stout lost another £300. [8]

'The Employment's' story underlines the risks undertaken by mariners and merchants in these early years of the transatlantic

[8] 'Autobiography of William Stout of Lancaster' p 62-3 (reprinted by "Forgotten Books")

trade. But great fortunes were made along this coast, many of course, derived directly or indirectly from the hideous business of slavery. As vessels evolved and grew larger, their construction moved to Milnthorpe, Lancaster and Sunderland Point. Eventually, even these ports proved too small for the increasingly specialised business of shipbuilding. But William Stout's 'Employment' and the work of historians, ancient and modern, do provide us with a snapshot of a brief period when parochial horizons were broadened for some local people, when innovative craftsmen stretched traditional skills to new challenges, and ocean-going ships were constructed on tidal mudbanks "near Warton".

HARTLEY'S QUARRIES
(Part One)
Sheila Jones

If you look around the town of Carnforth it is hard not to be aware that quarrying has gone on. There are sudden drops in the land, and areas at a much lower level than their surroundings, which cannot be explained as natural geological processes. As an absolute amateur, I thought all quarrying was for stone, not knowing that sand and gravel could also be quarried. However, in Carnforth, almost all extraction was of sand and gravel. My interest was somewhat piqued by a quarry map of the area generated from old O.S. maps, but I was still hampered by general ignorance. Then at a meeting of the short-lived Carnforth Heritage Society, Tom Rickerby gave an overview of quarrying that had gone on in the town, and said that Joan Galloway, the daughter of Edward Baker who had owned Hartley Quarries, was living in Over Kellett, and would be approachable. The human story rather than the geology or the business side was something I felt I could deal with, and Joan was more than welcoming.

This piece, then, is a product of personal interviews which I conducted in 2012 and 2013; oral histories undertaken by Dr. John Findlater in 1995, and published in Mourholme Local History Magazines; and information given by Tom Rickerby at a Carnforth Heritage meeting in 2012. My interviews were with Joan Galloway and her son, Gordon, whose family owned Hartley's until its closing, and with four employees whose periods of employment ranged from 1938 until 1970; Dr. Findlater's interviews were with Ernest Baker, Joan's brother, and Malcolm Hartley, whose family originally owned the quarries.

The Hartley family, Quakers, arrived in Millhead in 1825 as bakers and grocers but diversified into property and quarrying. They had gravel pits at Mill Head, North Road, Carnforth, and Lunds Field, Carnforth. Lunds Field is reached via "Tipping Lane" at the south-east side of the Kellett Road canal bridge. It stretches from the current council housing estate to the canal. Between the wars the businesses were failing. In 1932 Edward Baker, also a Quaker, and with financial backing from his father-in-law, formed a limited company along with Hartley family members, with interests in transport and quarrying. The next year all other shareholders had been bought out and Edward Baker was sole owner, though retaining Hartley's name. Joan recalls the limestone quarry facings at the far end of Carlisle Tce. in Millhead at the back of the tennis court her father built, and she remembers that quarry as "very very tiny" when they took it over

The Bakers had three sons but only Ernest and Douglas were involved in the business. Tom Rickerby reports a daughter, Phyllis, as running a company called DEP Transport which carried the sand and gravel, and the mother, Edward's wife, worked in the office at Park View, Millhead, overlooking the quarry. As one would expect, family relationships had to be negotiated. When the boys were teenagers Edward caught Ernest and Douglas scrapping over who should drive a vehicle. He said, "Right, you're sacked!", and sent them home. That day he arranged work for them in engineering firms, Goodwin Bars in Leicester and Chappelow's in Kendal. They would not fight living that far apart, he judged. They were still with these firms when they were called up and, after the war, differentiated their roles sufficiently to get on together, although, according to their sister, they never enjoyed it. Ernest dealt with the garage and all the vehicles, and Douglas with the equipment. Their practical training earned them

respect, and they were hands-on employers. Douglas hated being in the office. Once he arrived at the site as the men were working on a machine. He said, "Oh, let me have a look at it and we'll see what we can do." He was in a suit and they were horrified. "And this is how you could talk to them", said my interviewee; 'Now look what a b... state you're in!' one of the mechanics had cried, and he said, 'Oh, dearie me,' and he got in his car as he was and drove home and got a new suit."

Family involvement characterised the business. Joan married a Londoner, Stan, but did not enjoy London, and quickly moved back to Carnforth where Stan became an integral and enthusiastic member of the team. As far as raising a large family would permit, Joan, as her mother had, worked on the accounts. Stan was an engineer, a hard worker and well-accepted. There is an anecdote of one of the men playing a joke on him, to do with the rabbit hunting they all enjoyed in the loose sand of the pit; Stan had arrived at work early, as the men expected, to do some hunting, and had been tricked into shooting a dummy rabbit. He did not let on at the time that he knew the identity of the prankster, but when Friday came, he handed the man a pay packet, empty but for the spent cartridge! Needless to say, the wage was made good later. The friendly atmosphere did not interfere with the smooth operations. Mr. Baker, for example, gave a man an order and he replied that Bob Speight, the foreman, had asked him to do something which he'd have to finish first, "Ah well," said his boss, "you know what they say in the army; always obey the last order, and mine's the last," and walked away.

Whereas the quarries had only been one part of the Hartley empire, with odd practices such as grocery employees who had been caught pilfering being sent to the quarry to work for a fortnight as punishment, for the Bakers it was initially their

entire business with their full commitment. Lundsfield was a huge site stretching from near the Kellett Road ultimately as far as Bolton-le-Sands, taking in Thwaite Gate Farm and a farm at Nether Kellett. It could have stretched further east because all the land on which the council estate is built, as far as the Highfield Road shops, was reserved quarry land. However there was a Compulsory Purchase Order to obtain land for new housing after the war which Mr. Baker fought unsuccessfully as far as the House of Lords. He is quoted as having said he made a mistake: if he had had someone with a pick and a shovel bring a barrow load from the little quarry behind the cemetery on Kellett Road once a week, he could have claimed the whole as a working quarry and saved it. As it was, building over the bed of sand and gravel began in 1946, and Highfield is on a slight hill instead of flat land, as it might have been. Estimates as to the size of the quarrying operations vary, as they would have done in reality, according to demand and according to the productivity of the part being worked at any given time. Ernest estimated that they reached 45 lorries and 80 men. During the construction of the Preston and Lancaster by-pass (1958), Malcolm Woodhouse used his wagon to deliver 36 loads a day. He would go along the unmade M6 to deliver sand and gravel for use in the construction of the Lune viaduct.

As well as the Lundsfield site, smaller workings were used as needed. The Millhead site was not closed until 1946. The site off lower North Road reaching to the canal was worked by hand with picks, shovels and barrows. The material from it and from the site off Upper North Road (once known as Willy Wood but now part of the Welmar Estate), was brought to Lundsfield by wagons to be processed, and the canal bridge was shored up to accommodate the weight. Cliff Moss, at age 17, drove a drag line excavator. At one time he was engaged,

working at Willy Wood extracting clay water which was needed at Lundsfield for washing the sand and gravel. He did not finish on Saturday afternoon so returned on Sunday and dug out a water bowl. At the critical point he realized he could do no more because it would cave in. Old Mr. Baker had been watching him work, standing there for three hours, until he reported that he would have to stop. "Excellent! It's just what I wanted!", said Mr. Baker and he took out a ten shilling note as a tip. Cliff refused at first, saying he was already being paid. But his boss persisted, "Watching you work has been as good as going to the pictures", he said.

Stories of the pay and conditions attest to the personal nature of the business. Ernie Fothergill, a driver, was loaned the money to buy his house at Borwick, which he used to park the wagon outside, and he paid it off weekly. John Green borrowed £30 to help buy his house. It was lent without interest but he had to fill in three forms to secure the loan. Perhaps it was the practice for employers to lend money because when he left Hartley's in 1962 he transferred the loan to his new employer and paid it off there. He was paid 2d an hour when he began at age 14 in 1938, and the men were paid 11 1/2d. He felt the wage was appropriate.

Alan Lund was pleased to get a job in the office at Lundsfield in about 1950 because it paid 10/- more than Robinson's the grocer where he was then working. Alan talked of the wages not being high in general, however, and two interviewees left in order to make more money. Sand and gravel quarrying did not pay well and Hartley's was 1d above the standard sand and gravel rate. Cliff felt they were fair. When he began driving the drag line excavator at such an early age, the foreman encouraged him to ask for a higher rate of pay. He was given it, so long as he kept quiet because "Firm's policy is you don't

pay a man's wage till they're 21". There was "slipping" of cash, with the employers looking out for when you were in need, and Alan says there were Christmas bonuses. Ernie does not remember these, but says the firm "saw the workers well" and he was pleased to work for them. It was said at old Mr. Baker's funeral that "he was embarrassed into stealth in his good works". If someone were off work he was given the tax rebate officially because he was not working, but he also received his wage in cash unofficially and the two together combined to give the overtime salary that most men took as the norm. When Hartley's finally closed, redundancy money was paid, but it seems not to have reflected the overtime that men worked. That was surely normal practice?

New employers, unlike Hartley's, sometimes had pension plans, a definite improvement, but the personal touch was missing. Cliff tells that when he was improving his house and garden, he was told to ask Jack Wilson, a driver, for anything he wanted and it would be brought to his house free of charge. One day he asked to leave early to get to Ireton's for an item, before it closed. "What do Ireton's have that we haven't got? Go to the stores to get what you need, and if it's missing, order it from the storeman."

See also: Mourholme Local History Magazines, Vols. 49 &51

Part 2 of this oral history will appear in the March magazine.

CAPTAIN MUTTER AND WALDUCK'S WALL
(Part One)
Simon Williams

These events took place in Lindeth, which was until 1932 part of Warton with Lindeth. The alteration of local government boundaries in 1932 resulted in Lindeth becoming amalgamated within Silverdale – its geographically more natural partner. Jenny Brown's Point is formed of the southern tip of the small peninsula south of Silverdale, and faces south across the saltmarsh to Warton Crag.

Matthew Mutter was 56 years old in 1877 when he and his wife Elizabeth moved into Lindeth Lodge - now the Wolf House in Silverdale. Mutter was a Whitby-born merchant seaman and, like his elder brother James, had captained ships across the world. With their four sons and two daughters having been brought up largely single-handedly by Elizabeth, and after 40 years on merchant ships, Matthew retired from the sea. But he had not moved to Silverdale to put his feet up and watch the spectacular sunsets over Morecambe Bay. His arrival on the northwest coast marked the beginning of a new stage in the most risky and ambitious infrastructure project ever attempted on the Bay. He was to be the manager of an immense construction project that, as we shall see, had at last been approved by Parliament[1]: to reclaim thousands of acres of mudflats from the sea by building walls and embankments into Morecambe Bay, and to turn this into rich agricultural land, with new villa homes along its new shoreline. It was also thought that the new coastline would provide a much quicker

[1] The Bolton-le-Sands and Warton Reclamation Bill was given Royal Assent on 30th July 1874.

railway route to Grange, Barrow, and the coastal towns of Westmorland and Cumberland.

Mutter's job carried a considerable degree of responsibility – managing a large workforce of craftsmen and labourers who were to quarry limestone and transport it on a narrow gauge railway to build a wall stretching out to sea from Jenny Brown's Point in Lindeth, near Silverdale. There was not enough local labour available for the work, so a lodging house had been built at Jenny Brown's Point to house workmen brought in from other areas[2]. Matthew Mutter was ideal for the position – a merchant sea captain was well-used to commanding the respect of a large team of men. He was popular, and known to all his men simply as "Captain".

Herbert Walduck

The scheme was a grand one, but had had a difficult birth. The idea of a land reclamation scheme had come to a Manchester metal broker, Herbert Walduck, and he had found a sponsor and supporter in one of the most prominent landowners of north Lancashire – Edward Bousson Dawson, Lord of the Manor of Aldcliffe, outside Lancaster, and landowner of a large part of Warton Crag and some of the Warton saltmarshes[3].

[2] This was achieved by building room partitions into Brown's Houses at Jenny Brown's Point – a Liverpool Mercury advertisement on 4th July 1878 invited applications to the position of a man or man & wife to cook, and manage, for a lodging house containing 40 furnished bedrooms. The published memories of a Silverdalian, Edward Fitzjames, who grew up in the early 1900s, recalls the lodging house being known locally as the Paddy Can.

[3] Edward Dawson owned houses, land and farms at Aldcliffe, Lunecliffe, Stodday, Warton Hall, and Warton Lane End farm.

Walduck and Dawson had probably met through one of Walduck's many enterprises: to buy up the mineral rights from all the various small scale metal mines in Warton, Lindeth and Silverdale. Walduck started acquiring mineral leases from as early as 1860. His interests were combined into the Warton and Silverdale. Mining Company in 1879. The most promising deposit was thought to be iron oxide, though in the event the scale of deposits proved barely economic.[4] Some of those mines were on Dawson's land on Warton Crag. As they stood together on the crag looking out to sea it is not too fanciful to suppose that the men came up with the scheme together – not least as Dawson's father had successfully reclaimed land from the sea through embankments at the family home at Aldcliffe.

Herbert J. Walduck was one of that breed of energetic entrepreneurial Victorians whose ideas, energy and bull-headed optimism drove Britain's industrial revolution. He and his brother had gone into business as Birmingham metal brokers in 1861, but by March 1865 were bankrupted by the financial collapse of one of their major clients who couldn't pay his debts.

Walduck went back into business on his own, this time in Manchester. Even before the collapse of his first venture, he was a leading figure in the creation of the Carnforth Haematite (Iron) Company in 1864. If his mining leases had proved successful (by and large they didn't), they would have had a ready customer nearby. He also dabbled – taking out patents in improvements to hansom cabs and lime kilns. Neither came to

[4] This is described thoroughly in Max Moseley's "The Metalliferous Mines of Cartmel and South Lonsdale." published by The Northern Mines Research Society: 2010.

anything, but they serve to illustrate his drive and restless creativity. His business interests developed, and in 1876 Walduck moved his family from Manchester to take up residence in the large house of West Lindeth[5], close to what is now the Silverdale Hotel (then the Britannia). It was just a short walk to Matthew Mutter's home and on to Jenny Brown's Point.

Land reclamation

Walduck and Dawson pulled together a small group of professional advisors to take the project forward. They hired a surveyor to draw up the scheme and undertake costings for various alternative plans. They also employed accountants, financiers, and parliamentary agents. This last agency was needed because such a large scheme would necessitate both the compulsory purchase of land and the overturning of local rights; so parliamentary approval via a Private Bill would be required.

As the plans came together, Walduck and Dawson set about acquiring land in Warton and Silverdale on the shore side of the proposed works. Finally, and prior to the Bill being put before the House of Commons, in November 1873 details were unveiled through newspaper notices.[6] The language may have been legalistic, but it was also uncompromising in its tone: *" ... and to vary, repeal, or extinguish all rights and privileges connected with such lands ... which would in any way impede or interfere with the construction, maintenance, or use of the*

[5] West Lindeth is the large house standing at the junction of Silverdale's Stankelt Road, Lindeth Road and Shore Road. It is thought that Walduck put the rather showy fluted-column style gateposts at the drive's entrance – and later moved two similar posts to the entrance to Spring Bank when he and the family downsized to a house there.
[6] 25th November 1873 London Gazette

intended works ..." This was a Bill designed to give Dawson and Walduck maximum power, whilst removing rights from local residents entirely. The plan was to build embankment walls into the sea, enclosing an area from Arnside Park Point to a point just north of Hest Bank. The new drained land would comprise 6,300 acres, and would divert the course of both the Keer and Kent rivers (see Figure1).

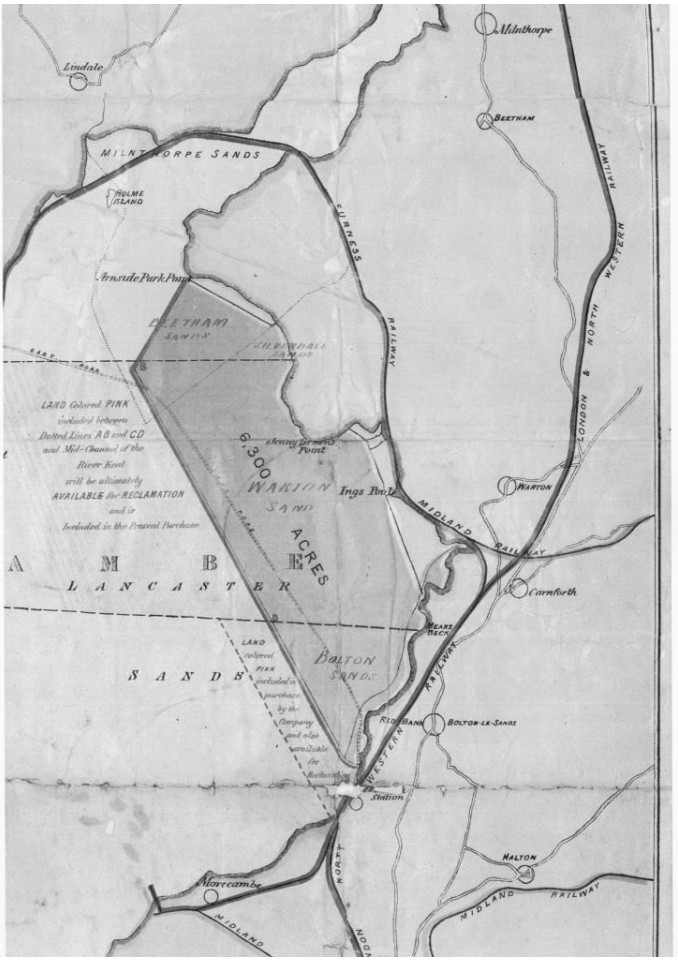


Figure 1: Details from the 1874 Reclamation Plan[7]

In March 1874 three significant events occurred. The Warton Land Company was formed as a legal entity; the opposition formed; and the Bill started its progress through parliament. The formation of the Warton Land Company enabled the raising of finance through issuing shares and obtaining loans. The financial calculations were that share capital of £150,000 was required. The opposition was organised by a clergyman: Reverend Clement Carus-Wilson Shepheard[8], son of the owner of Cove House in Silverdale. At a meeting held in Silverdale's little schoolroom[9], Carus-Wilson organised a petition against the plan, which was later signed by the landowners of Leighton Hall, Dallam Tower, Whittington Hall, Challan Hall, Linden Hall, Cove House, and Abbot Hall at Kent's Bank. (It's interesting to note that this was far from being a referendum among local residents; rather it was a petition of the great-and-the-good of the area.)

These landowners feared a loss of amenity (if positioned at the shore, such as Cove House) and, therefore, of property value. In addition the petition was signed by the Furness Railway Company and the London and North Western Railway. They were alarmed by the prospect of a rival line perhaps being built across the reclaimed land and then across a bridge over the Kent channel – which would provide a much quicker route than their round-the-bay route to Grange, Barrow and beyond. The petitioners agreed that their arguments should be presented to

[7] Source: Lancashire County Reference Office (Morecambe Library archives also hold a copy).

[8] The impressively named Clement Carus-Wilson Shepheard later augmented his name further, by deed poll, becoming Clement Carus-Wilson Shepheard-Walwyn, thus reviving the ancient Walwyn branch of the family.

[9] Reported in Lancaster Guardian 7th March 1874.

Parliament, and hired Moser & Sons of Kendal to engage counsel on their behalf.
The Bill received its first reading in the Commons on 30th March 1874. This was just the beginning of the convoluted process of the Bill ping-ponging between the Commons, a Commons committee, the Lords, and a Lords committee. Along the way, amendments to the Bill were negotiated between parties, and on 30th July 1874 Royal Assent was granted to a Bill. This was fast progress indeed. In just 16 weeks the Bill had received three readings in the House of Commons, three in the House of Lords, it had been debated in close detail in both a Commons and a Lords Committee, and it had received Royal Assent.

It may have been rapid, but Walduck and Dawson had got only half of what they had wanted. The main stumbling block had not been the pleas of the landed gentry assembled in Silverdale's schoolroom; it was the rights of the common man. The Silverdale Enclosure Act of 1811 specified that Silverdalians were free to graze animals on the Silverdale saltmarsh and to fish from the Silverdale shore. Parliament was not prepared to turn over these rights in favour of what seemed to be a fairly solitary promoter – Walduck. Instead, the Warton Land Company was permitted to build a sea-wall out from Jenny Brown's Point (in Lindeth, not Silverdale), and then onwards to Hest Bank.

Walduck and his partners were furious. They at first claimed that they could build out from Bard's Well on the Silverdale shore, the boundary line of Silverdale and Lindeth. They couldn't – Parliament had been very clear on this point. They then decided to put in front of Parliament a second Bill – putting forward their original plans all over again.

This Bill reached the Commons for its first reading in January 1876. After just a few weeks of Committee to-and-froing, it was withdrawn once it was shown that Walduck's purchase of Silverdale's shoreline was effectively illegal. Under the Silverdale Enclosure Award of 1817, the Lord of the Manor had held this land in trust for Silverdalians, and had no rights to sell it at all. It now seems quite extraordinary that Walduck and Dawson, and the Warton Land Company, had so misread the situation that they were prepared to go to the time and expense of challenging Parliament's original ruling.

On Saturday 27th May 1876 large bonfires were lit on the hills over Silverdale in celebration of the Bill's defeat. The Lancaster Guardian summed up the people's victory, as they saw it: *"Their sands are neither to be bought nor sold at any price, or upon any terms, and all they want is to be left alone."*[10] So that was that. Parliament was clear that the land reclamation wall would commence at Jenny Brown's Point, project out into the Bay a mile or so, and proceed south, to Hest Bank.

Walduck's various enterprises formed a flurry of activity at the end of 1876. The Carnforth ironworks was installing new steelworks - though these would not become operational for some years, and were ultimately a failure. He was in the middle of starting up his newly-formed Warton and Silverdale Mining Company – which continued operations until his death in 1892, but was a financial failure. He was refitting his newly purchased grand house, West Lindeth – but had to move to more modest housing shortly. And he was, finally, at last,

[10] Lancaster Gazette, 3rd June 1876. The article also mentions that the chief organisers of the celebratory bonfires were Isaac Bolton and James Rawlinson.

about to start building his wall. Equipment was purchased, men were hired, including Captain Matthew Mutter himself, and a share offer was promoted to raise capital[11] (see Figure 2). In February 1877, the building of the wall began at last.

Figure 2: Herbert Walduck's share certificate for his own 100 shares[12]

[11] The share offer took place in April 1877, a few months after commencement of building. The attempt to issue shares at a face value of £150,000 ultimately failed – only £70,000 face value was issued, of which only £60,000 was fully paid-up.

[12] Copied from the files deposited at the Northern Mines Research Society records by Max Moseley, author of : "The Metalliferous Mines of Cartmel and South Lonsdale," 2010.

This history will conclude in the next issue of the magazine. What was the fate of the wall, of Captain Mutter, and of Herbert J. Walduck?

MAGICAL HISTORY TOUR OF THE RIBBLE VALLEY
Sheila Jones

On June 4th, 23 history group members and friends were picked up by coach at Silverdale and Carnforth for a day's outing in the Ribble Valley. We arrived at Ribchester, home of the Roman Fort and Museum at about 10.30 and walked to the museum where we were met by the enthusiastic curator of this independently run enterprise. Because the weather looked doubtful, we decided to do the outside part of the tour first and were taken to the granary where we had an introductory talk. We went on to a field where the original boundary was clearly visible in the lay of the land, the curator continuing to add to our understanding of the military camp, which was established in AD 80 as a cavalry stronghold. Finally we walked a short distance through the village to the site of the bath house. We then returned to the museum, which was small but well presented, with interesting artefacts, and labelled for self-guidance. Some people managed to squeeze in a coffee break before returning to the coach, but others found the museum took up the available time.

It was a relatively short drive along the pleasant Ribble Valley to Clitheroe, but then a steep climb up to the castle itself. The cafe was ready to serve our pre-ordered meals and we had a little break until we assembled for a talk by a costumed guide (who didn't always remember to stay in role) on the history of the castle. Afterwards he took those of us who were keen, in the now-drizzly weather, up to the Norman keep itself, the second smallest in Britain due to the size of the rocky outcrop on which it is built. Here we enjoyed splendid views over the town and the surrounding country.

The formal part of the visit was over, but there was an excellent museum at the castle, again needing no guidance; a decent art exhibition, and time for tea or a stroll through the small but ancient borough (the weather being fair enough again), before the coach brought us home. It had been a lovely day made more pleasurable by the good company of those who came along.

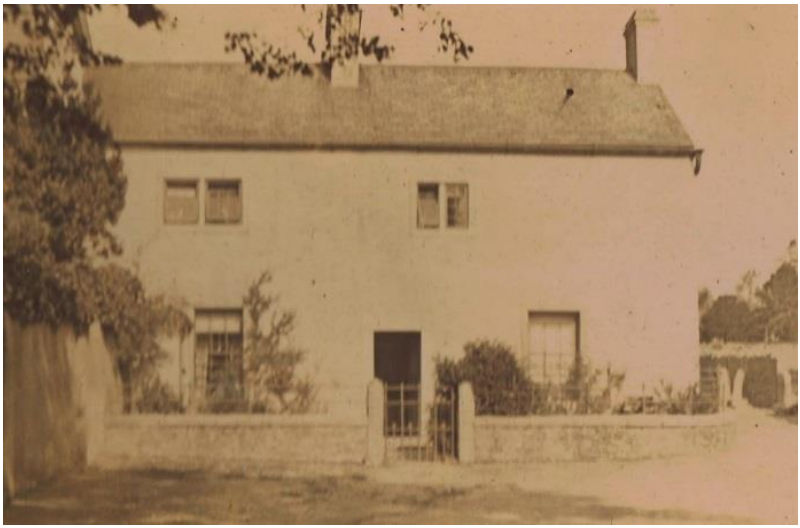
WARTON VILLAGE - MATCHING TODAY'S BUILDINGS TO THE 1846 TITHE MAP: A DISCOVERY WALK IN WARTON
(with suggestions for future activities)

Sheila Jones

The history society has recently been given a set of photographs of houses in Warton, taken in the 1970s but not labelled and supposed to match up with properties on the 1846 tithe map. Some work of identification needed to be done, and on the evening of June 24th eight members came together in the village to begin the process. We split into 4 groups, each with 11 pictures, all random, so that they could have been anywhere, and set off on what was quite an exciting hunt.

Comparing results.

When we met up again at the pub an hour and a quarter later, such success had been met with that only two photos within the village remained to be identified, and two views taken from, perhaps Millhead. It had been interesting seeing changes and developments, and also which features remained that could make an altered building identifiable. I had been particularly lucky to be able to go into Warton Hall which is being renovated. (Entering Warton from Carnforth, Warton Hall can be seen on the left hand side, almost opposite Warton Hall Garage.)



Warton Hall Farm 1900

We were all left with a sense of what a historically rich community Warton is. The two photos of village properties that had been left were identified the next day, and I was again lucky, being invited into the seventeenth century property of a lifetime resident.

The tasks that could follow on are varied:

- the properties, now with their contemporary addresses, need to be matched with the tithe map
- an album could be made with a contemporary photograph alongside each 40 year old one

- a tally of properties lost since the tithe map, or still standing could be made

- interviews with long-term residents could be kept alongside the photograph of their property

- a walk through Warton could be written up to sell in the church using this information.

I'm sure there are many more ideas. If anyone would be interested in pursuing any of these, please contact Sheila Jones or any member of the committee.

REPORTS OF EVENING MEETINGS
Clive Holden

26th March 2014: The Will and Inventory of John Bridge of Bradshaw.

Dr. Brenda Fox dealt first of all with the will of John Bridge of Bradshaw, near Bolton, which he wrote in 1659, though he was to survive until 1668. When he died he was interred inside Bolton church, an indication that he was a man of some substance. Of the three parts of the will the first two were the customary references to the hoped-for forgiveness of sins and expectation of Christian burial. The third part of the will was what would most interest his dependants, with one third of his worldly goods being left to his widow ('the widow's third'), another third to be shared equally amongst his six legitimate children, and the 'dead part' to be shared amongst the younger children after Judith Warburton, his 'base begotten daughter' had been cut off with a shilling. He appointed his widow as the executrix of the will, with responsibility for the tuition (i.e. guardianship) of the younger children and their portions during their minority. As well as going through the will, Dr. Fox explained the significance of terms such as 'realty' and 'personalty', 'Custom of York', 'Letters of Administration' and so on.

The second part of the talk consisted of a close scrutiny of the 'true and perfect inventarye of the goods and chattels of John Bridge', a very detailed document listing items, such as a horse valued at as much as £5.10s. 0d, down to a looking glass valued at a mere 6d. From the details given in the inventory, Dr. Fox was able, by a fair degree of Holmesian deduction, to work out a plan of the family residence, both downstairs and

upstairs, and to list the contents to be found in each part of the building.

23rd April 2014: A History of Lancaster Castle.

No, not as per published programme, but none the worse for that. **Dr Graham Kemp** took us on a romp through the middle ages from 1093, when the castle was founded on the site of an old Roman fort by Roger de Poitou, though his influence was short-lived as he fled to avoid the wrath of Henry I, whose property the castle then became. The castle passed through many hands, sometimes peaceably, sometimes not so; even Robert the Bruce had his finger in the pie. There was a plethora of names and dates to remember for those with elephantine memories, such as that in 1351 Lancaster became a duchy and that in 1371 John of Gaunt became the second Duke of Lancaster, a title since held by the reigning monarch. However, not one Duke of Lancaster visited Lancaster from the time of James I until Victoria's reign (in this case even a Queen is a Duke).

The castle had sole rights to an assize court for centuries until 1835, and had a grim reputation for the number of death sentences imposed, the hangings thus providing the citizens of Lancaster with free entertainment. Even after the abolition of the death penalty, the castle remained a prison until as recently as 2011. Not all was a tale of woe; there were the Shire Hall with its Sheriffs' crests and Gillow-designed court rooms to be admired, and now, with the freedoms allowed by the relief from prison work, visitors can be shown so much more than was formerly the case. Dr Kemp's talk, delivered at a rattling good pace without illustrations or notes, was full of such jollity and good humour that one imagines the Pendle Witches, victims of trumped-up charges, might have joined in the fun and decided that their sacrifice was worthwhile.

24th September 2014:The 'Matchless' disaster – tragedy at Jenny Brown's Point.

Simon Williams told the story, with apt illustrations, of the accident which befell the Lancashire 'Nobby' *Matchless* on 3rd September 1894, as it was conveying thirty three trippers from Morecambe to Grange. Suffice to say that the only local person on the boat was its skipper, the rest being mostly mill workers from Burnley, Bradford and Skipton enjoying their annual Wakes Week holiday. Simon told of the families involved, the fatalities and the subsequent not altogether satisfactory inquests and enquiries. So, you want to know more ? Read Simon's book, which is a Mourholme publication.

22nd October 2014: Caught in time.

Andrew Schofield of the North West Sound Archives, after a brief introduction tracing oral history from Homer's Iliad to the invention of the tape recorder and, later, the foundation of the Sound Archive in 1979, went on to present extracts from the many thousands of interviews which have been recorded.

The first interview was with Will Marshall, a survivor of the Accrington Pals who suffered so severely on the first day of the Somme. Will was himself wounded by shellfire , while nothing was to be found of two of his nearby comrades killed by the same shell. Next, by contrast, was an interview with L. S. Lowry, whose replies suggested a somewhat testy individual, though Andrew thought it was a bit of an act, as at the end of the interview Lowry asked 'Was that all right?' and invited the interviewer to a drink. Further contrast was given by an

interview with an old lady of 103 with a remarkably clear and strong voice. She recalled how, in 1885 when she was eight years old, her mother, who was going blind, was treated by having leeches attached to the corners of her eyes in order to suck out the inflammation. Medical science may have advanced a little since then!

Next came a lady's entertaining account of life on Oldham market. She told of how one market trader, who sold twelve apples for a shilling, countered the complaint of a lady who said she was an apple short by explaining that he had done her a favour by finding that one of the apples was rotten and throwing it away. Another lady who sold elastic during the war when it was in short supply, would put a measure next to the elastic, but would then stretch the elastic before cutting it so that the customer was short changed. For variety we had a poem in Lancashire (?) [certainly not North Lancashire] dialect. It was about lost sheep, but further than that I cannot say. Answers on a post card please

A Liverpool docker next told the tale of the fortunate escape from injury or worse of a ship's painter whose encounter with a 40 foot reinforcing rod had its funny side, though doubtless not for him. A more matter-of-fact account was that of Professor Tom Kilburn who described the moment when he and others achieved a great advance in computing science in 1948. But even that had its funny aspect as one of his assistants resigned a few days later on the basis that there was no future in computing. Following this was a Police Constable from the Forest of Bowland area in the 1950s, who had arrested a poacher, but then had to produce false evidence at the trial as the rabbit which should have been produced had already gone into the pot.

The next voice was that of Sir Tom Finney, telling how different football was in his playing days, when treatment of injured players was very much a hit-and-miss affair. An encouraging slap on the cheek and return to the field of play was the treatment he received for what was later found to be a broken jaw. Imagine that happening today! An easily comprehensible Lancashire entertainment was provided by Stanley Holloway (a Londoner) reciting in his own inimitable way 'Three ha'pence a foot'. It was probably taken from an old 78 rpm record, but the crackly sound in no way spoiled the amusement aroused by the dispute between Sam Oglethwaite and Noah. It also showed that commercial recordings such as these have their place in oral history.

The next items were probably the most hilarious of all, both told by Liverpool dockers. First we heard about the toilet facilities at the dock and what went on there, then we were given a catalogue of dockers' nicknames and how they acquired them, ample evidence of Liverpudlian ingenuity.The evening closed in more sober fashion with a lady's account of the sinking of the Lusitania in 1915 when, with her lifeboat full, they had to leave others to drown.

Despite the occasional serious offerings, this was an evening full of good humour, with Andrew's own comments adding to the fun.

NOTES AND QUERIES

WAR MEMORIALS
Awena Carter

New to our website (www.mourholme.co.uk) is a section dedicated to the war memorials within our area. Jenny Ager has taken photographs of the War memorials in Borwick and Priest Hutton, Carnforth, Silverdale, Warton,and Yealand, and has transcribed the names of the those, from these villages, who gave their lives in the two World Wars. The link to this page is on the 'Welcome' page of the website

ARCHAEOLOGY AT JENNY BROWN'S POINT
Simon Williams

For some time I've been fascinated by the history embedded in the beautiful landscape that is Jenny Brown's Point. It's inspired me to research and write about the wreck of the Matchless that happened there in 1894, and the history of the sea embankment built some 20 years earlier (part one of this two part account is in this edition of the magazine). But that sea wall and associated foundations are crumbling, and it has never been properly surveyed to make a permanent record. Even more surprisingly, neither has the nearby chimney and, in addition, there is dispute over what it is - whether it was a beacon for shipping, or a copper smelter (and other suggestions are also available).

So when I learned that the Morecambe Bay Partnership had won a grant to undertake cultural heritage projects around the Bay, I got in touch. In fact, it turns out Jenny Brown's Point was already on their radar. Louise Martin has been appointed

to deliver community archaeology projects around the bay and Jenny Brown's Point will be one of them. Over the next 4 years a team of local volunteers will receive the training and equipment they need to research archives, to survey, to excavate (if and where necessary) and to record the structures there. The final phase, in 2018, will be to produce visitor information – perhaps in the form of visitor display boards.

Many people have asked to be kept in touch with ideas for involvement. If you would like to be contacted with more news, please email: simon@mottramroad.freeserve.co.uk

If you are interested about other community archaeology and heritage volunteering around the Bay contact Louise@Morecambebay.org.uk