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# Millers Chronicle

The journal of  
THE LEYLAND HISTORICAL SOCIETY



Contents :-

- (1) Progress into 1972.
- (2) News and Comment.
- (3) Letters to The Editor.
- (4) Group Projects.
- (5) Historical Society Library.
- (6) The Story of The Roman Catholic Church in Leyland.
- (7) Local Place Names.
- (8) Extracts from an Old Cookery Book 1758.
- (9) Cromwellian Walton.
- (10) The Leyland Pre-Reformation Chalice.
- (11) A New Era Dawns at Leyland.
- (12) Acknowledgements.

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PROGRESS INTO 1972.

If I have not already done so, may I extend to you my very best wishes for 1972. I would like to think of this year as one of Progress for our Society.

We have already established a sound nucleus of members and I would like to hope that we are now in a position to expand. We have an interesting programme for the remainder of this season and the Programme Sub-Committee is well advanced with plans for next year. A number of outings are already arranged or at the planning stage and altogether we can look ahead with every confidence to a progressive future.

And how do you like the exciting new cover and name? We, on the Committee have felt for some time that we needed a "New Look" to our official publication and hope that you will agree that it now projects a much better image of our Society.

Having improved the exterior, the next stage is to consider the contents and we have ideas for improved presentation which may permit the inclusion of map, diagrams and even photographs. Our Editor is doing a wonderful job but we would be happy to receive more and varied contributions. Please give him all the support you can.

Sincerely Yours,

F. Cumpsty.

(Chairman)

#### NEWS AND COMMENT.

May we take this opportunity of thanking those members and their friends who by their attendance, made our annual dinner, in November, such a great success once again - not forgetting of course, the ladies of the Social Committee who worked so hard to organise this event.

#### FUTURE EVENTS.

Our Social Committee have several outings envisaged for the coming months and we hope that many of our members will participate in them.

These include an evening visit to the Textile Muscum at Blackburn, which has been arranged for Monday 21st February.

Members and their friends wishing to go, will use their own transport as on previous trips. The motorcade will leave The Methodist School, Canberra Road at approx. 7 p.m.

On April 6th (Thursday) another outing has been arranged to Alston Hall, Nr. Longridge.

This event will take the form of a Dinner and a Lecture. The dinner will be at approx. 7 p.m. followed by a lecture given by Mrs. Lightfoot entitled "Discovering a City - York". Transport will be provided. The inclusive cost - approx. £1.00. Full information later.

Other visits proposed, include an evening trip to Barton Hall (Air Traffic Control) Nr. Preston and also a visit to Stoneyhurst College, Nr. Whalley, which would be on a Saturday or Sunday afternoon.

#### EDITORS SECTION.

Many of our loyal contributors continue to give us their support in sending articles for publication, for without them we would be unable to provide you with such a variety in each issue.

Do let us have your comments on any articles, whether they be favourable or otherwise, and remember if you would like anything published in future issues, please send it in and we will advise you, even if it is only a few lines it may be of interest to your fellow members.

The address for your letters etc.,

The Editor (L.H.S.)  
7, Sandy Lane,  
Leyland, PR5 1EB.

LETTERS TO THE EDITOR.

Dear Sir,

With reference to the article in the issue of the Bulletin for February, 1971. It is worth while noting a few novels which are clearly associated with this area. Lancashire is associated with Mrs. Elizabeth Gaskell, Harrison Ainsworth, Walter Greenwood, J.L. Hodson, T. Thompson, Walter Riley and Robert Neil.

In a letter to the writer, W. Riley stated - That as a Yorkshireman the greater part of my books are associated with that county, and particularly with the West and North Riding. The only two books of mine which have a connection with Silverdale are, The Lady of the Lawn where my own house and garden figure prominently, and all the incidents take place in the village, or the immediate neighbourhood. My latest novel, A stick for God, which deals with the experience of a Salford girl evacuee during the last war.

The books by Robert Neil, The Mist over Pendle and Moon in Scorpia. The first of course covers the Pendle district, the second the west coast of Lancashire. Some of the places mentioned are Martin Mere, Ormskirk, Parbold and Park Hall and Charnock Richard.

Elizabeth Gaskell did most of her writing in Silverdale. Her best known novel "Cranford" was Knutsford, which has become a place of literary pilgrimage for the admirers of her work.

Elizabeth Gaskell wrote a short story entitled "The Sextons Hero" which deals with the hazards of crossing the River Kent. This was related to her by the sexton of Silverdale Church. Other stories cover this area. Lancashire can claim to be associated with the writings of Mrs. Gaskell, as much as Cheshire and Knutsford can.

Looking up places and incidents referred to in these books, and obtaining a series of photographs, is real sport for those interested in photography and literature.

Yours faithfully,

J.N. Banister.

Dear Sir,

In looking at the past history of Leyland, I would like to bring to your notice the following book which relates in one section, to a person who lived here in 1569, and who was reputed to have produced many "Miracle" cures around that time - The title of the book is "Franciscan Martyrs of England" by Mrs. Hope.

The extract contained therein reads as follows -

" There was also F. John - , commonly known by the name of the "Old Beggar", who had zealously opposed Henry VIII and had suffered for the faith.

In Elizabeths Reign he lived in the house of one Roger Lockwood upon Terpin Green, in the Parish of Layland, in Lancashire He was so noted for his great virtues and penitential life that the Earl of Derby prevailed upon Queen Elizabeth 1st to give him leave, even when the penal laws were in full force, to wear his habit in public. --

He had the gift of miracles, and when at last he was confined to his bed by old age, and the infirmities brought on by the austerities of many years, the people flocked to him from all parts of the North of England, bringing with them their children and friends, even their flocks and herds to be cured.

The Benedictines claim him, because on his gravestone he is called a priest and a monk - but, Greyfriars are often called monks.

The woman who nursed him in his sickness and was living in 1649, when Bro. Angelus Mason wrote; bore witness that he never touched or received money, and that he told her he was a mendicant and a beggar, as he was commonly called.

Moreover William Walton, one of his penitents, declared that he went barefoot and wore a gray habit and a cord of St. Francis for his girdle.

He died about 1590, and was buried in the church yard at Leyland, at the South end of the church before the Chancel door. "

Certamen Seraphicum P.15.

Yours faithfully,

Mrs. D.M. Barnes.

## GROUP PROJECTS.

Mention has been made at recent meetings of Group Research Projects, the idea being that groups of members should get together to work on the study of a particular subject of local historical interest with a view to producing an article either for publication in the Bulletin or for presentation by one of the members of the group at one of our meetings.

Looking even further ahead, if we had enough of these studies, it is even possible that we could contemplate publishing them in book form.

I feel that this is a wonderful idea for those of us who wish to take a more active part in the work of the Society. The range of possible subjects is very wide indeed and the following are only some of the titles which have been suggested.

Local Churches.	Battles and Feuds.
Local Schools.	History of local government.
Halls and Residences.	Folk-lore and Legends.
Local Families.	Local Doctors.
Local Coats of Arms.	Local Dentists.
Farms.	The Leyland Festival.
Shops and Tradesmen.	

These offer a fascinating range and there must be many others which are, perhaps, of particular interest to you.

If you are interested in being a member of such a group, would you please contact either Mr. G. Bolton, our Vice-Chairman or Mr. E. Mason, our Hon. Secretary to register the project. This will ensure that there is no overlapping of work between groups and also we can publish this information in the Bulletin and at our meetings so that other members of similar interest can contact you. Already we have the following projects registered :-

<u>Group Leaders.</u>	
Local Industries.	Mr. J.N. Banister.
Place Names, Field Names and Maps.	Mr. G. Bolton.
Industrial Revolution.	Miss Key.

If you would like to help on these subjects - or if you have any information to offer - please contact the group leaders.

HISTORICAL SOCIETY LIBRARY.

The following books are freely available to Members of this Society - on request to our Librarian.

<u>TITLE</u>		<u>AUTHOR</u>
A Survey of English Economic History 55 B.C. to 1939.	-	M.W. Thomas.
Portrait of Lancashire.	-	Jessica Lofthouse.
The Official Charter Brochure of Maidstone - 1549 - 1949	-	Raymond Hewett.
William Yates Map of Lancashire 1786.	-	J.B. Hartley.
The Old Worsted Mill at Dolphinholme.	-	Mr. P.P. Hall. J.P.
Fylde Folk/Moss or Sand.	-	Kathleen Eyre.
A Star Chamber Case A. Shetton V Blundell 1624 - 1631.	-	Frank Tyrer. M.A., B.Sc.
The City of London Coronation Year Book 1953.	-	Alexander Publications.
Transactions of the Lancashire and Cheshire Historic Society - Volumes 119, 120, 121, 122.		
The Age of Elegance 1812 - 1822 -		Arthur Bryant.
The Minute Book of Leyland Naturalists Society 1909.		
The Minute Book of Leyland and District Floral and Horticultural Society 1909.		
The Records of a Lancashire Family. (From XII to XX Century)		R. Cunliffe Shaw.
The Vikings and their Origins -		David Wilson.
Concise History of the British Empire.	-	Gerald R. Graham.
Roman Art and Architecture.	-	Mortimer Wheeler.
The Connoisseur's Handbook of Antique Collecting.	-	(Smith and Sons)



THE STORY OF THE ROMAN CATHOLIC CHURCH IN LEYLAND.  
THE FIRST FIFTY YEARS. - B. Moiris.

Until recently there stood on the east side of Towngate where the Co-Operative Supermarket now stands, a house with stone bays known as ~~the~~ Leyland House, which in the year 1844 was occupied by Dr. John Smith. Very little seems to be known about Dr. Smith except that he and Dr. Barnes attended the sick at Leyland workhouse on Golden Hill Lane, and that he bought Leyland House in Worden Lane which until a few years ago served as St. Mary's Presbytery. This house was offered for sale by public auction, but was withdrawn because it failed to reach the reserved price, and was later sold by private treaty to Dr. Smith for eleven hundred pounds. The price included the gardens and outbuildings. When Dr. Smith bought this house the villagers thought that it would be for his own use, and when it became known that he intended it to be used as a Catholic Chapel it caused much controversy in the village. It is not known how he was re-paid for the house except that he was paid interest on seven hundred pounds during his life, and afterwards to his brother William Smith till his death on 27th September, 1885.

LEYLAND HOUSE.

Leyland House was built about 1770 by William Pollard senior, (he was the son of the Rev. Timothy Pollard vicar of Lytham, who died on 1st June, 1741, the family grave can be seen just outside the Worden Chapel door in Leyland Parish Churchyard), he also built the two cottages on the north side of it and one on the south side for the use of servants, and a door was made on the north side of the house to give access to a passage underneath, but this door was bricked up again almost at once as they were able to use another path through a postern gate in Occleshaw yard. This postern has just recently come into view from the main road by the removal of the old cottages in Worden Lane. After the death of William Pollard in 1894 his Son William (who was a captain in the Militia) lived for part of each year in Leyland House and the rest of the year somewhere in Wales, but after a few years he let the house to Mrs. Baldwin (about 1830-33) who was the widow of the Rev. Thomas Baldwin, and grandmother of the Rev. Leyland Baldwin, and it was her husband's grandfather that bought the advowson of the Leyland vicarage in 1748.

Captain Pollard died in 1840 and as he had no relations to whom he could leave his property he left it to a friend who very soon afterwards changed his name to Pollard, it was this gentleman now known as Mr. W.R. Pollard who put up the house for sale by auction and Mr. Morrell the agent for the Faringtons of Worden Hall, tried to buy it for them, but the property was withdrawn as it did not reach the reserved price.

The cottage on the south side of Leyland House was occupied (about 1833-35) by Mrs. Wellwood, and her sister Miss McNeale and when they left Mrs. Spensor opened a school (about 1835-40) for boys and girls, and for boarders. Mrs. Spensor remained till about

1840 when the school was taken over by Miss Buchanan who continued at the school till 1845, it is said that Mrs. Bretherton of Runshaw Hall attended this school. Miss Buchanan left the school in midsummer of 1845 when the very Rev. H. Brewer of Brownedge took possession, and a chapel dedicated like the parish church, to St. Andrew the Apostle was opened. For a number of weeks Fr. Brewer rode over from Brownedge on horseback, stabled his horse in a stable in the garden, and then took the service, this was the first time that the catholics of Leyland had been able to attend services in the village and had until now to walk to Brownedge or Euxton for Mass and afternoon service on Sundays and holidays. The two lower rooms on the south side of the house were made into one and this proved to be large enough for the few catholics of the parish at that time, the congregation clubbed together to provide benches for use in the chapel, also at this time a Sunday School was started and a good number of children must have attended as the following have been named as teachers, Mrs. Nolan, Mr. Richard McClellan, Mary Woods, and Mary Ann Westley, several of these also formed the first choir.

#### Fr. Maurus Shepherd.

A few weeks after the opening of the chapel Fr. Brewer sent (from Brownedge) Fr. Shepherd to take charge of the mission, and as he had to pay interest at 5% on £700 the bishop (O. Brown) granted him an annual allowance from the diocesan mission fund, and he took in a lodger by the name of Mrs. Crook, she was the Mother of Mrs. Anderton of Euxton Hall, she died in the house in 1848. His mother Mrs. Ellen Shepherd, and his sister Eleanor also came to stay with him to help with the housekeeping. He opened a school in the cottage and engaged a Miss Walmsley as teacher, she and her mother made their home in the cottage. After a few months he had to close the school as he was unable to meet the expenses connected with it. Fr. Shepherd's sister Eleanor was married to Mr. John Thorpe, on 8th January, 1850, a licence for celebrating marriages in the chapel was obtained for the occasion, this was the first marriage to take place in the roman catholic chapel in Leyland. Fr. Shepherd now found himself in great poverty after the loss of his lodgers and he was not at all sorry when he received orders from the provincial (Fr. Greenough) to proceed to Whitehaven, though there were many tears when the time came for him to leave, we are told that he took with him the kitchen dresser for which he paid five pounds. He died at Douai on the 19th April, 1890.

#### Fr. Charles Francis Kershaw 1851-55.

Fr. Kershaw took over the mission from Fr. Shepherd and he also soon found himself in great poverty. A gentleman who called to see him said that Fr. Kershaw gave him a chair to sit on, but he himself sat on a log of wood, to try and make ends meet he cultivated mushrooms and strawberries for sale and some of his friends helped him with this work in the evenings.

In his time the congregation became too large for the chapel in the house even though the cottage had been used for the choir

with a window looking towards the altar. It was at this time that Fr. Kershaw began to raise funds for the purpose of building a proper chapel, there were collections, teaparties in the public hall in Union Street, and raffles to raise money. He then began to tramp the country in all directions to collect what he could from outsiders. When he had got a sum of money sufficient to enable him to start building, he wrote to the provincial to ask for guidance as to the erecting of a suitable building, the answer he got was that he must do his best. His best was four walls with plenty of light, one gentleman had agreed to glaze the windows as his contribution, and so Fr. Kershaw took care to provide a good supply of window space, but afterwards he discovered that it made the chapel very cold. When the chapel was opened there were no seats for the congregation but the benches were brought in from the old chapel and the place looked empty and bare. The opening took place about August 1854 and Fr. Kershaw preached the sermon himself and recalled his begging expeditions and of some one at Downside who had said that he had been there to collect means to pay off a debt on a catholic chapel in some outlandish place in the north called Leyland. The cost of the chapel is thought to have been about £500, and Fr. Kershaw was fortunate in that he did not have to leave any debt to hamper his successors. The chapel was built by Henry Holland, brickmaker and builder, at day wages and it is thought that he also made the drawings. He later went out to New Zealand and did there, the farmers of the district kindly carted the bricks and other materials without making any charge. Fr. Kershaw left Leyland in the beginning of 1855 and he died at Ormskirk on 14th March, 1865.

#### Fr. Benedict Lynass.

In 1855 Fr. Lynass took charge of the Leyland chapel, and during his incumbency, and that of his successors (Fr. Ignatius Dewhurst, Fr. Cuthbert Procter and Fr. Anthony Bulbeck) many improvements were made both inside and outside the chapel. A new altar and reredos were put in, the sanctuary was enlarged and an organ was installed. This organ had been in the chapel at Ampleforth and later at St. Marys, Knaresbro, and had originally been built in 1815 and now proved to be a great help at Leyland. Fr. Bulbeck was succeeded by Fr. Bede Prest in May of 1891, and it was at this time that the Leyland Parish was assigned to Ampleforth Priory, previously it had belonged to the English Benedictines as a whole like Brindle, Brownedge and Goosnargh etc., but in 1891 they were divided among the three Priories of Ampleforth, Downside and Douai, which became Abbeys in 1900. During the incumbency of Fr. Prest very little alteration took place to the chapel itself, but he did enrich the sacristy by the purchase of a complete set of very handsome vestments. Fr. Prest died on 30th November, 1903.

Fr. Bernard Hutchinson followed Fr. Prest and he stayed for only ten months, but in this short time he was able to raise over £80 for the decoration of the chapel in commemoration of the jubilee of its foundation, and as atank offering from the congregation for the blessings of the past fifty years.

The chapel was re-opened on the 4th June, 1905 when the Right Rev. Oswald Smith, Abbot of Ampleforth, and superior of the mission, sang Pontifical High Mass and the preacher was the Dominican biblical scholar, Fr. Hugh Pope. The work was executed from his own designs by Mr. Joseph Richardson of Market Gate, Warrington, under the direction of the Rev. Hilary Wilson. In order to complete the story of the catholic mission in Leyland, it will be necessary to include a great deal about their schools and this I propose to do on another occasion and I conclude with a list of the priests that are known to have served at Leyland from 1845 until the present time.

1845 Dom. Anselm Brewer.  
1845-1851 Dom. Maurus Shepherd.  
1851-1855 Dom. Francis Kershaw.  
1855-1860 Dom. Benedict Lynass.  
1860-1869 Dom. Ignatius Déwhurst.  
1869-1882 Dom. Cuthbert Procter.  
1882-1891 Dom. Anthony Bulbeck.  
1891-1903 Dom. Bede Prest.  
1903-1904 Dom. Bernard Hutchinson.  
1904-1910 Dom. Hilary Wilson.  
1910-1912 Dom. Placid Corlet.  
1912-1917 Dom. Bernard Gibbons.  
1917-1919 Dom. Vincent Wilson.  
1919-1926 Dom. Joseph Dawson.  
1926-1930 Dom. Anselm Wilson.  
1930-1947 Dom. Anselm Parker.  
1947-1952 Dom. Dominic Allen.  
1952- Dom. Edmund Fitzsimons.

LOCAL PLACE NAMES. - J.N. Banister.

Mr. F. Cumpstey in his article which appeared in the last issue on Place Names was evidently written to arouse some comment. I have done a little research on the subject. I trust this article will answer some of the queries, without destroying any illusions. It is contributed by an ordinary member who lays no claim to being more enlightened.

In dealing with Place Names, the name of the town must take priority. The Domesday spelling of the place was "Lailand". The meaning of the name is held to be, "Fallow Land", land laid down to grass. The first portion Lai, Lea, Ley, Lay means fallow land. In 1334 it was Laylon, 1337, Leylund, 1535 Laylond.

The Lostock is the most important stream, or river which runs through the town. Ekwell states :- "Lostock can hardly be a river name. I suppose the place so called was once situated on the river, which came to be called Lostock water, or the like, and finally Lostock. Lostock Hall in Walton-le-Dale may be the place, but the name is not evidenced until the 14th century."

PLACE NAMES.

In the Lancashire County Record Office, the ffarington Survey of 1725 shows quite a number of field names, from which many of the names given to places have been derived.

On this survey is shown, Great Broadfield, and Little Broadfield. The Stannings who lived at Broadfield House, evidently took the name from this source. It was the residence of John Stanning and his family for many years. It was a lovely mansion surrounded by beautiful gardens. The house has now been demolished.

The first new building estate to be built after the war was given the name of Broadfield Estate. Then there is the Broadfield County Junior School. Later an Hotel was built and given the name of Broadfield Arms. From this may have been derived Broadgate, Broad Street.

Close by is shown Mill Croft, Long Mill meadow, and Mill Field. The land running from Leyland Lane to the Bleach works is Mill Lane. There is also another curious name Shrogfield. On the map of 1848, Shruggs wood and Mill pond are shown. Many of the old residents will recall the Bleachworks being locally named the "Shruggs". So once again the derivations is from the old field name.

Then there is Wellfield. The house at the corner of Hough Lane and School Lane was occupied by a Mr. James Iddon, the founder of Iddon Bros works. The name of the house is taken from a field name. It is now occupied by the Construction Company. The Leyland County Senior School in Yewlands Drive has been named Wellfield. There was a town field and a Hough field. There was also a Thurstan Leyland Meadow. Today there is a Thurston Road and a Meadow Street.

Bent Lane is not so obvious. There is a Bent Lane and a Bent Bridge. Many people have the idea that the bend in the lane or on the bridge gave rise to the name. In the Endowed Charities Report published in 1900 there are a number of references to Wrights Farm. I quote one or two passages from the report. In describing the farm it states :- "A message and tenement called Wrights, and closes belonging thereto in the Parish of Leyland by the name of the following : the fold, the lane, the orchard, the little meadow, the great meadow, the middle bent, the lower bent. These are the names of fields or land on the estate. It is interesting to note the last two quoted. They give the clue to the origin of the names Bent Bridge and Bent Lane.

The dictionary gives two bents, one meaning incline to, or bend. The other refers to a rush like grass, grassy ground, an enclosed pasture. It was from these field names that Bent Lane and Bent Bridge got their names. Nevertheless Bent Bridge deserves the name from the other meaning.

#### STREET NAMES.

Many of the road and street names are obvious. Chapel Brow or Station Road. On the site of the District Bank stood the old Wesleyan Chapel, which dates back to the year 1814. So Chapel Brow derives its name from the history of Wesleyan Methodism in Leyland.

At the bottom of the brow there is Fleetwood Street, taking the name from the Fleetwood family. Fleetwood Hall stood at the corner on the left hand side of the street. The Hall according to Baines History was a small mansion which dated to 1680.

Orchard Street derives its name from the orchard which stood in the vicinity. There was also an orchard on the opposite side of the road, near where the gasometer now stands, which stretched on to Golden Hill. Brook Mill takes its name from Banister Brook which runs by the mill yard. Later from this is Banister Drive, on the Broadfield Estate. In School there is a Brook House, and there was a Banister House near Balshaws School.

Most villages have a green and town. There is Towngate and Turpin Green. There is a Towngate and Turpin Green in Leyland. There was a green near the bridge. This probably vanished with the coming of the railway. The name Turpin Green is the lane leading to the green.

Again many people have the idea that it got its name because Dick Turpin slept in the area. There is no evidence to support this claim.

Starkie House in this district was the home of the Goulding family. They were related to the Gregsons, who formerly lived at Heald House, hence Heald House Road. Throughout Leyland area there are a number of names which are associated with this family. Miss Dorothy Gregson was a benefactress to the old age pensioners in Leyland.

There is a Goulding Avenue, Starkie Street, Alice Avenue, and Dorothy Avenue, all associated with this family. Along School Lane there is Balshaw Road and Balshaw Crescent. In this lane is the British Legion, and running alongside is Haig Avenue, after a first world war Field Marshall.

#### ASSOCIATIONS WITH INDUSTRY.

Off Hough Lane there are quite a number of streets which are associated with industry. Quin Street is named after Mr. Quin. Newsome Street after Mr. Newsome, Sumner Street after Mr. James Sumner. All these men were pioneers of the rubber and engineering industry in Leyland. Herbert Street and John Street are named after two sons of Mr. Quin.

The name Golden Hill is very difficult to trace, but on the 1848 map there is a Golden Hill house shown. It is certainly a fascinating name. Off Golden Hill there is a Tuer Street, without a house. This is a family name associated with the Redmaynes, connected with the rubber industry. There is also a North Street, without a house, leading to the North Works of Leyland Motors Ltd.,

Then there is Hall Lane taken from Farington Hall, an early home of the Faringtons. From the Gables to Broad Street was formerly Water Street. No doubt because of the amount of water found in the area. There were several wells here. One opposite Forge Street known as Smithy Well, taken from what was previously Smithy Field. Nearby was a smithy, and from this came Forge Street, Broad Street, another name from Broadfield. Then Vevey Street after the name of the wife of a well known one time Music Hall Artist, who went under the name of Max Erard and Zona Vevey.

Regent Road from the cinema, now Woolworths. Near the cross there is Worden Lane, after the home of the Farington family. Then Church Road running from the cross to Bent Lane.

In a westerly direction there is Fox Lane, which extends from the Cross to Seven Stars. This name from the old inn. Union Street was Fox Lane. At one time it was known as Liverpool Road. Union Street may have taken its name from the old school, now demolished, and at one time known as Union Hall. Leyland lane is a long stretch, it starts just beyond Hollins Lane on the Leyland-Eccleston boundary to Earnshaw Bridge on the Leyland-Farington boundary.

#### THE NAME EARNSHAW.

There was evidently an Earnshaw family, which took its name from a place called Earnshaw, Heronshaw or Heronshew is from the old French "heronceau" and it does not appear in English with the intrusion, until the 15 century, whereas the family name Earnshaw is known a century before, and probably earlier than that.

John Hernchargh is mentioned in a Yorkshire document of 1379. This point is of interest locally. As far as I am able to gather there is only one place of this name, i.e. Earnshaw Bridge, Leyland. Around here was probably the original home of the family, as the surname is common in Lancashire and Yorkshire.

Earnshaw Bridge in the 14th century appears as 'Ereneshaigh' which Ekwell in his place names as "the Haugh of Earne or Earn". A Haugh signifies a level piece of land of culminated ground by a stream, which in this case was owned by a man called Earn, the old English name for eagle. The stream in this case is the Lostock. Hence the name Earnshaw.

Off Leyland Lane there are a number of interesting names. Subsnape. Snub is to crop or cut short, and snape a pasture. An inferior pasture. Midge Hall. The name means infested with midges. Longmeanygate was at one time a track across the moss. There was an ancient Meanygate leading from the moss to Longmeanygate. There was also a Sod Hall Meanygate. At one time there would be a considerable amount of common land. The lanes would meander in all directions. There would be a right of pasturage on these lands, and gates at intervals to prevent the cattle from straying.

Near the Lostock Bridge there is Hipping Farm, and some cottages of the same name. This was taken from the hiping stones, or stepping stones by which they would cross the Lostock before the building of the bridge. Along this lane there is Paradise Farm and Paradise Lane, also Paradise Lane. There is Purgatory Farm and Purgatory Cottages. These names have probably been obtained from the celebrations on Hallows Eve or Halloween, when many ceremonies connected with the various superstitions were performed in many parts of the country.

#### WELL KNOWN LOCAL PERSONS.

Balcarres Road is taken from a former member of Parliament for the Chorley constituency, Lord Balcarres. He later became Earl of Crawford so we get Crawford Avenue. Charnock from Charnock Hall. Clayton Avenue from the Clayton family. Farington Avenue from the ffaringtons of Worden Hall. Cuerden after the Cuerdens of Cuerden Hall.

Moseley Street from a Colonel Mosley who owned land in this area. Stanning Street from the Stannings of Broadfield and cricket fame. Hargreaves Avenue from Sir Thomas Hargreaves. Welsby road after a long serving local councillor. St. Ambrose Terrace and St. Johns Green from the churches. Beech Avenue from the fine beech trees near the church. Bratherton Terrace from a former farmer at Charnock Hall. Baldwin Terrace from the vicars of Leyland Parish Church.



Brynning Road from the name of the stream. Then there is Wade Hall Estate close by Wade Hall Farm. There is Wigton Avenue. A combination of the names of two towns. Many of the people on this estate are from Preston and Wigan, so there is Wigton Avenue. On this estate there are a lot of Royal and County names. Royal Avenue, Queensway, Kingsway, Cumberland Avenue, York Close, Warwick Avenue. It was explained that this was because there was not enough historical names of local interest to commemorate.

The subject is too exhaustive to be dealt with in one short article. Place names can prove a most fascinating and absorbing subject. It reveals much of local interest.

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EXTRACTS FROM AN OLD COOKERY BOOK PUBLISHED IN 1758. - F. Cumpsty.

To make a fweet Veal Pie.

Take a Loin of Veal, cut off the thin Part length Ways, cut the reft in thin Slices, as much as you have occafion for, flat it with your Bill, and cut off the bone Ends next the Chine, feafon it with Nutmeg and Salt; take half a Pound of Raifins ftoned, and half a Pound of Currants well cleaned, mix all together, and lay a few of them at the Bottom of the Difh, lay a Layer of Meat, and betwixt every Layer lay on your Fruit, but leave fome for the Top, you muft make a Buff-pafte, but lay none in the Bottom of the Difh, when you have filled your pie, Put in a Jill of Water and a little Butter, when it is baked have a Caudle to put into it.

Minc'd Pies another Way.

Take a Pound of the fineft feam Tripes you can get, a Pound and a half of Currants well cleaned, two, three or four Apples pared and fhred very fine, a little green Lemon-peel and Mace fhred, a large Nutmeg, a Glafs of Sack or Brandy, (which you pleafe) half a Pound of Sugar, and a little Salt, fo mix them well together, and fill your Petty-pans, then ftick five or fix Bits of candid Lemon or Orange in every Petty-pan, cover them, and when baked they are fit for Ufe.

To make a favoury Chicken Pie.

Take half a Dozen fmall Chickens, feafon them with Mace, Pepper and Salt, both Inside and Out, then take three or four Veal Sweet breads, feafon them with the fame, and lay round them a few forc'd-meat Balls, put in a little Water and Butter, take a little white fweet Gravy not over ftrong, fhred a few Oyfters if you have any, and a little Lemon-peel, fwueeze in a little Lemon juice, not to make it four, if you have no Oyfters take the whiteft of your Sweet-breads and boil them, cut them fmall,

and put them into your Gravy, thicken it with a little Butter and Flour, when you open the Pic, if there be any Fat, fkim it off, and pour the Sauce over the Chickens Breafts, fo ferve it up without Lid.

To roaft a Hanch of Venifon.

Take a Hanch of Venifon and fpit it, then take a little Bread Meal, knead and roll it very thin, lay it over the fat Part of your Venifon with a Paper over it, tye it round your Venifon with a Pack-thread, if it be a large Hanch it will take four Hours roafting, and a midling Hanch three Hours, keep it baffing all the Time you roaft it, when you difh it up put a little Gravy in the Difh and fweet Sauce in a Bafon, half an Hour before you draw your Venifon take off the Pafte, baffe it, and let it be a light brown.

To make Birch Wine another Way.

To a Gallon of Birch Water, put two Pounds of Loaf or very fine Lump Sugar, when you put it into the Pan whik the Whites of four — Eggs, (four Whites will ferve for four Gallons) whik them very well together before it be boiled, when it is cold put on a little Yeaft, let it work a Night and a Day in the Tub, before you put it into your Barrel put in a Brimftone Match burning, take two Pounds of Ifinglafs cut in little Bits, put to it a little of your Wine, let it ftand within the Air of the Fire all Night, take the Whites of two Eggs, beat it with your Ifinglafs, put them into your Barrel and ftir them about with a Stick, this Quantity will do for four Gallons, to four Gallons you muft have two Pounds of Raifins fhred, put them into your Barrel, clofe it up, but not too clofe at the firft, when it is fine, bottle it.

To make Apricock Wine.

Take twelve Pounds of Apricocks when full Ripe, ftone and pare them, put the Paring into three Gallons of Water, with fix Pounds of Powder Sugar, boil them together half an Hour, fkim them well, and when it is Blood warm put it on the Fruit, it muft be well bruifed, cover it clofe, and let it ftand three Days, fkim it every Day as the Skim rifes, and put it thro' a Hair Sieve, addind a Pound of Loaf Sugar, when you put it into the Veffel clofe it up, and when it is fine bottle it.

To make Orange Shrub.

Take Seville Oranges when they are full ripe, to three Dozen of Oranges put half a Dozen of large Lemons, pare them very thin, the thinner the better, fwueeze the Lemons and Oranges together, ftrain the Juice thro' a hair Sieve, to a Quart of the Juice put a Pound and a Quarter of Loaf Sugar, about three Dozen Oranges (if they be good) will make a Quart of Juice, to every Quart of Juice, put a Gallon of Brandy, put it into a little Barrel with an open Bung with all the Chippings of your Oranges, and bung it up clofe, when it is fine bottle it.

This is a pleafant Dram, and ready for Punch all the Year.

To make a Great Cake.

Take five Pounds of fine Flour, (let it be dried very well before the Fire) and six Pounds of Currans well drefs'd and rub'd in Cloths after they are washed, fet them in a Sieve before the Fire, you muft weigh your Currans after they are cleaned, then take three Quarters of an Ounce of Mace, two large Nutmegs beaten and mix'd amongst the Flour, a Pound of Powder Sugar, a Pound of Citron, and a Pound of candid Orange, (cut your Citron and Orange in pretty large Pieces) and a Pound of Almonds cut in three or four Pieces long way, then take fixteen Eggs, leaving out half or the Whites, beat your Sugar and Eggs for half an Hour with a little Salt, take three Jills of Cream, and three Pounds and a half of Butter, melt your Butter with Part of the Cream for fear it fhould be too hot, put it between a Jack and a Jill of good Brandy, a Quart of light Yett, and the reft of the Cream, mix all your Liquors together about Blood-warm, make a Hole in the Middle of your Flour, and put in the Liquids, cover it half an Hour and let it ftand to rife, then put in your Currans and mix all together, butter your Hoop, tie a Paper three fold, and put it at the Bottom in your Hoop, juft when they are ready to fet in the Oven, put the Cake into your Hoop at three Times, when you have laid a little Pafte at the Bottom, lay in Part of your Sweet-meats and Almonds, then put in a little Pafte over them again, and the reft of your Sweet-meats and Almonds, then lay on the reft of your Pafte, and fet it in a quick Oven, two Hours will bake it.

To make Iceing for this Cake.

Take two Pounds of double-refined Sugar, beat it, and sift it through a fine Sieve, put to it a Spoonful of fine Starch, a Penny-worth of Gum-Arabic, beat them all well together, take the Whites of four or five Eggs, beat them well, and put to them a Spoonful of the Juice of Lemon, a Spoonful of Rose water, or Orange-flower Water, beat them with the whites of your Eggs, and put in a little to your Sugar till you wet it, then beat them for two Hours whilft your Cake is baking, if you make it over thin it will run, when you lie it on your Cake you muft lie it on with a Knife, if you would have the Iceing very thick, you muft add a little more Sugar, wipe off the loofe Currans before you put on the Iceing, and put it into the Oven to harden the Iceing.

CROMWELLIAN WALTON - F.J. Knight.

Lancashire at the time of Oliver Cromwell (17th Century) was very remote and isolated because of its geographical position; the marshes of Liverpool were to the south, the sea in the west, the hills of the Lake District to the north and the Pennines to the east.

The people here then, lived mainly off the land and there were no industries apart from weaving, which was to be found in Preston and other local towns such as Blackburn.

Lancashire had been split up into different areas despite the isolation from other parts and this was by reason of the reformation.

Many different religious sects had been formed and the chief ones were the Catholics, Independants and the Puritans.

The Catholics inhabited an area known as the Fylde, while the Puritans lived in south east Lancashire, in such towns as Manchester and Bolton.

In 1642 fighting began in Lancashire because of the disagreement between Charles I, then King and his parliament. This was the beginning of the Civil War.

Now, because the Puritans made up the majority of parliament, the later was well represented in Lancashire and the vital towns in the county soon fell to their forces. Preston and Walton fell in 1643. By this time civil war had torn England completely in two, not only England was affected, but the other countries of The British Isles - Wales and Scotland, and later, Ireland.

Throughout the first civil war, which lasted from 1642 to 1645 Walton was not mentioned, but the second civil war commenced in 1648. During this second war, the Battle of Walton was fought and this was one of the great deciding struggles of that conflict.

When Charles I escaped from Carisbrooke Castle in the Isle of Wight in 1648, he embarked on his final attempt to regain the throne. He, beside having his own army, was reinforced by the Scots and Irish folk. James Hamilton was in command of the scotish royalists while Sir Marmaduke Langdale and General Munro were in command of the English and Irish royalists respectively.

Hamilton came down into England by a west route in order to prevent Cromwell who was in Yorkshire, from interfering with royalist progress in Preston and Walton. Sir Marmaduke Langdale, marching south, sensed the presence of an hostile army and halted his 4,000 men north of Preston on Ribblesdale Moor, where Munro joined him with an Irish contingent. Hamilton meantime pressed south with 17,000 men, some of his army acting as scout near Wigan.

A large section of his scattered army was assembled south of the River Ribble, in the old roman encampment on Walton Flats, but Hamilton did not realise the seriousness of Langdales position, for no effort was made to assist him. While Hamilton and other royalist forces lay in waiting at Preston, Cromwell proceeded west from Yorkshire passing through Skipton and Gisburn and then his forces camped at Stoneyhurst, nine miles from Preston.

On 17th August, 1648, Cromwell pressed on to Preston and in the evening gave orders to attack the royalist contingent situated on Ribbleton Moor.

Cromwell was fully aware that Hamiltons army was strung out along the Preston - Wigan road, and had given the above orders because a few hours delay might have allowed Hamilton to aid the harassed Preston royalists, who were thus forced to retreat towards the bridge at Walton with Cromwell in pursuit.

At Walton raged a furious battle across the bridge, Hamiltons men trying to hold Preston by preventing the roundheads from approaching up the old path known as Swilbrook.

A quotation from Milton - "Darwen stream with blood of Scots imbrued" suggests that a fierce fight took place, but when night fell, parliament was successful and their forces took to resting in the houses, which are now Walton Green and which was then Walton itself.

It is said that Cromwell slept in the "Unicorn Inn" which is adjacent to Darwen Bridge and near Walton Green. An observer at the battle wrote of the fight which took place on the bridge -

"The Duke with most of the Scots horses and foot retreated over the bridge, were, after a very hot dispute between the Lancashire regiments, part of my Lords Generals and them being at push of pike, they are beaten from the bridge, and our horse and foot following them, killed many, and took divers prisoners, and we possessed the bridge, over the Darwen and a few houses there."

From the scene at Walton, Hamilton retreated and was turned from invader to fugitive, moving straight into parliamentary occupied land.

The battle did not finish at Walton but developed into a series of long struggles and skirmishes along the road south, men of both sides being trodden into the dirt by the hooves of Cromwells cavalry. At Warrington the royalists made a final stand but were defeated, 3,000 men being killed and 9,000 taken prisoners. This battle may be compared with those of the War of the Roses in Medieval times.

The battle of Walton was nearly Cromwells last for if he had not jumped clear at the last minute, he would have been killed by one of the gigantic stones rolled down Swillebrook, in a last attempt by the royalists to save Preston.

This was however, Cromwells Major victory in the second civil war and aided him in gaining the title of Lord Protector of the Commonwealth, a constitution which was to follow the downfall of Charles I in 1649.

Walton-le-Dale today shows no signs of that famous battle, but there on the hill stands St. Leonards Church which must have seen it all. Perhaps it may have sheltered some of the defeated royalists, who knows?

It is one of Waltons secrets which will never be known !

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THE LEYLAND PRE-REFORMATION CHALICE AND PATEN - Part 2 continued  
from the issue of October, 1971 - B. Morris.

When Fr. Wilson received his copy of the deed of transfer he was much concerned about the loss of the paten, as it could not be found at Leyland and this seemed to be the first time that they had heard of it.

One day when he was trying to open a drawer in the sitting room at the back of the house which had become jammed, he found bent over the back of the drawer a circular silver plate which was black with oxidisation, it was about five inches across and had no trace of engraving on it. He took this plate to a Mr. Hardman who was an expert in these matters, and he said that it was a paten and that he knew that at a place called Bacton Nr. Abbey Dere in Herefordshire there was a pre-reformation chalice circa 1500, and a paten having engraved on it the versicle within a double circle.

Fr. Wilson went along with Mr. Hardman to see these, and then he got Mr. Hardman to make exact measurements and a careful rubbing of the paten, he also gave him instructions to convert this silver plate which he had found (and which he thought must be the Leyland Paten which had been altered by some previous incumbent because it was difficult to clean, and who would be unaware of the conditions of transfer) into a paten on the Bacton model and to put an inscription on it to that effect.

Regarding the inscription on the chalice Fr. Wilson asked the opinion of an antiquarian, by the name of Mr. J. Brownbill of 56, Oldcliffe Road, Lancaster, who at that time used to write under the non-de-plume of Cross Fleury, and he also wrote about the Leyland chalice in a journal called "Cross Fleury". He wrote to Fr. Wilson and said that his theory was that the inscription "Restore Mee to Leyland Lankashire" shows that it belonged to the mission at Leyland Hall, so that if one of the missionary priests should for any reason leave it at some place that he was visiting,

then it would be returned to its place at Leyland, he also thought that the date of the inscription seemed to support his theory as at that time there would not be a chalice at Leyland Parish Church only communion cups, Fr. Wilson did make a note pointing out that in Sir Henry Faringtons inventory of 1552, mention is made of "a chalice with patent gilt" as being at Leyland Parish Church, this could possibly have passed into the hands of the Charnocks who were a very influential Leyland family at that time.

A few months ago I was discussing this matter with a friend of mine at St. Marys and he was rather surprised to hear of the paten as they had no knowledge of it, I had asked permission to go to St. Marys to take a photograph of the chalice and I thought that it would be an opportunity to get a photograph of the paten at the same time. A few days later I went to St. Marys to take the photograph, and as I watched my friend take the chalice from its case and pass it to me, he also took from the same case what appeared to be a cotton pouch from which he took a paten in very good condition and which I at once recognised as the one that Fr. Wilson had restored some sixty five years before. The engraving on the paten clearly showed the face set within the two circles, I could also see the marks showing where it had been beaten into shape again after being damaged whilst jammed in the drawer where Fr. Wilson had found it. When my friend turned the paten over we could see a latin inscription running round the circle of the base and I asked if this could be translated for me, but as it was rather small and not at all easy to read this would have to be left to a later date, but he thought he could see the word BARTON, at that moment because of the sunlight on that portion of the inscription I could see that instead of the letter R as BARTON it was the letter C and the word was BACTON and the date 1518. The paten is completely gilded and has been very well preserved and appears to be in just the same condition as when Fr. Wilson received it after being restored about 1905. Of course my friend and myself were very pleased with our discovery as it had not until now been realized that this was the paten which had been found damaged by Fr. Wilson and which in all probability was the one which came to Leyland with the chalice from Weldbank Chorley in 1846 and which was in use with the chalice for very many years before that date. Since my visit to St. Marys Leyland I have learned that a similar pre-reformation paten exists at a small chapel not very far from Leyland, and from where I shall now continue my search in the hope that we may yet know the complete story of the Leyland pre-reformation chalice and paten.

A NEW ERA DAWNS AT LEYLAND - F.J. Knight.

An eminent historian once remarked that he thought history ought to be written backwards. He had in mind the obviating of the historians need, when writing it in orthodox way, to look back and paint a picture of conditions before the period in time which he wishes to make his real starting point.

So with the history of Leyland Motors Ltd., The Company's Story, like that of the British Electric Traction Co. and of the whole motor industry, which also celebrated their respective Jubilees in 1946, really began in 1896. In that year the Company's predecessor was registered, and the locomotives on highways act allowed vehicles with the unladen weight of three tons solo and four tons with trailer to appear on the roads. Yet twelve years earlier, in 1884, the first steam waggon had been completed at Leyland, so providing the company in 1946 with a sixty-second anniversary to celebrate as well as a Jubilee.

Leyland's history is not a dramatic one, nor is it a continuous tale of pioneering. Often enough the firm have led progress, and equally often they have been content to develop ideas originated by others.

The Company started by producing steam vehicles, but make no claim to have originated them. As long ago as 1619 Ramsey and Wildgoose applied for a patent for a "Horseless Carriage".

In 1770 a Frenchman, Cugnot, designed a three wheeled steam car which carried two persons at 2 m.p.h. along a road. Richard Trevithick in 1801 devised a 10 m.p.h. steamer which carried a load of passengers in Cornwall, and from then on experimenters were numerous.

In 1835 W.H. James and Sir J. Anderton journeyed with fifteen passengers at 12 m.p.h., and three years later Sir G. Gurney coaxed this steam car all the way from London to Bath.

In 1832-3 the London and Paddington Steam Carriage Co, ran the enterprise between Paddington and the City Road with 1s fares; when fortune smiled she did the round trip in 44 minutes on one sack of coke.

Little wonder, then, that in 1832 no fewer than fifty-four bills to tax road vehicles were introduced into parliament. Restrictive legislation progressively developed until by 1865 practically every vehicle had been "Legislated" off the road.

As with steam, so with the internal combustion engine a slow start was made amid prejudice and various obstacles. Back in 1680, Huyghens had invented an engine that ran on gunpowder, but serious development lagged far behind the steam engine.

It was not until 1885 that Benz produced a motor tricycle, immediately followed in the next year by Daimler's motor bicycle.



The first successful motor-car, made by Panhard and Levassor, did not appear until 1901.

Leyland's first experimental petrol engine machine came on to the road at the end of 1904.

It is with this background of spasmodic and retarded development throughout the nineteenth century that Leyland's early history must be viewed. At the start of the century, when Nelson was a near memory and the current European disturber of the peace Napoleon, had finally been curbed, one Elias Sumner was the village blacksmith at Leyland. His business was handed down from father to son until in 1892 it came to James Sumner as a going concern, which produced iron castings up to half a ton and brass castings up to half a hundredweight and boasted lathes and a steam hammer.

Young James experimented eagerly with power from his early days. One evening something went wrong, and a tin can, that he had filled up as a boiler for an experimental engine exploded, severely scalding his face and eyes; he suffered from eye trouble for the rest of his life.

It was in 1884, after a couple of years work, that James actually produced a steam wagon of his own design for carrying coal from local pits to Stannings Bleachworks at Leyland. This vehicle, a 5 tonner, bore a certain resemblance to the steam waggons of later dates, but was not a real success. It made a spectacular last trip from Leyland to Ormskirk, fifteen miles away, in which William Sumner, James's Brother, participated as red flag boy and general assistant in a host of major troubles.

The journey took them from Friday morning to Monday evening, including time spent answering a police court summons for leaving the wagon broken down and unattended on Saturday night.

James's next venture was a steam tricycle. His father was cunningly persuaded that a secondhand tricycle, a two seater, was necessary for James and William when working at a distance from home. Father bought it, but James had other ideas for it. He produced a small twin-cylinder engine for it, with an oilfired boiler, and the two young brothers sped gleefully through the lanes apace. This episode resulted in a fine of one shilling imposed by the local magistrates for the machine going too fast for safety.

James inherited the works with a load of debts and horse-shoeing equipment thrown in. He threw the latter away, and devoted all his efforts to power machinery. The head gardener of a local estate gave him a large and ancient lawn mower for experimental purposes, to which he fitted the power unit of the ill fated tricycle.

It proved a great success, and Rugby school was the first to buy one. Though still handicapped by "Red Flag" legislation, James could not forget his hankering for "Horseless Carriages", and in 1895 installed one of his lawn mower engines in a three wheeled car for the late Mr. Theodore Carr, biscuit manufacturer, of Carlisle.

The vehicle was a success, and an improved model for the same enthusiast was produced the following year.

Increasing business meant that more help and more capital were required, and by now others from outside were watching the growth of the concern with admiration and respect.

T. Coulthard & Co., a Preston engineering firm, took a half-share and a company named J. Sumner Ltd., was formed, Mr. J.H. Toulmin, later to become Chairman of Leyland Motors, was one of the Directors.

The connection of the Spurrier family with the firm commenced when a Mr. George Spurrier, of the Stott Company of Manchester, Agricultural Engineers, took over the Coulthard interests, leaving Coulthards as a rival concern.

On August Bank Holiday 1896, his brother Henry ("Henry the Second") returned from Florida, U.S.A. where he had been working as a railway draughtsman. With steam in his blood, he evinced much interest in his brother's Leyland activities, and a few days later joined up with James Sumner to combine ideas. The passing of the 1896 Act was all that was necessary to set the stage for their joint development of road vehicles. A steam van was already on the stocks when in 1896 the Lancashire Steam Motor Co., direct predecessors of Leyland Motors Ltd., was formed.

The Spurrier Brothers father ("Henry Spurrier the First") a retired business man turned farmer, from Derbyshire, was persuaded to put up the finance, and the partners were Henry the First, Henry the Second, Mr. George Spurrier and Mr. James Sumner.

The firm moved to a small works in Herbert Street, about twenty men were employed, they started work at 6.15 in the morning being summoned to work by the ringing of a large handbell. After working an hour or so, the knock off for breakfast, Mr. Mallender remembers well his snack of bread, butter and sardines, with his tea can warmed on the furnace by courtesy of the brass founder. At mid-day there was an hour's break for a meal, and work ceased at 5-45 at night. On Saturday mornings they finished at 11-45 a.m. For this week's work the standard rate of pay for engineers was 28 shillings.

Honour these old craftsmen, for they and men like them have helped to found today's vast motor manufacturing industry to make a crankshaft they turned out from a 12 in. solid billet. For the shrink fits to the spring chairs on a steam wagon axle, the turner worked to "The Thickness of a piece of brown paper". The new concern succeeded in producing its first vehicle before the end of 1896, a 30 cwt, steam van with an oil fired boiler and a two-cylinder compound engine which developed from 10 to 14 H.P. The drive was taken from spur gears on the crankshaft to a second motion shaft, and thence by chain final drive to the steel-tired wheels which were used. Three forward speeds and a reverse were provided, all with separate friction clutches and levers.

Henry Spurrier the second drove it out of the works for the first time and took it, with William Sumner aiding, and abetting, to the trials at Manchester organised in 1897 for self propelled vehicles by The Royal Agricultural Society of England.

On the trials they carried all before them and obtained the highest award, a silver medal. When the Prince of Wales, later King Edward VII asked to have the machine explained to him their cup of happiness was full. These young men were enjoying themselves, and a period of enthusiastic participation in trials followed.

They now wanted to build a bigger and better vehicle to carry three tons, and for the first time of many, found themselves handicapped by legal weight restrictions, when built it was considerably over the weight limit and had to be rebuilt from revised drawings and patterns. Henry the second, William Sumner and Ted Hamer took it to the "Royals" trials at Birmingham in 1898, and again came sailing home with the first prize of £100 in their pockets.

Another first prize of £100 was brought home the same year by James Sumner for trials organised by The Liverpool Self Propelled Traffic Association. The years triumphs were completed by another first award from The Royal Lancashire Agricultural Society at Blackburn.

The ensuing publicity from the trials stimulated business and orders began to come in. Fox Bros. & Co. of Wellington, Somerset bought the 3 tonner and thus became Leyland first customer.

They used it for carrying wool to and from mills within a radius of nine miles, and as a result of the operating experience they gained it was decided finally that coal and coke, not oil, should be the boiler fuel in future.

Further triumphs were won at trials, and the Company bought and started to build, in 1902, on the first three acres of its present site. The next year the concern was registered as a private Company with a capital of £50,000, Mr. C.B. Nixon was appointed Secretary, and Mr. W. Norris the Chief Engineer.

This Company added another  $1\frac{1}{2}$  acres to the new site. The Motor Car Act of 1903 was passed, providing for the registration of road vehicles by counties, imposing a speed limit of 20 m.p.h. and abolishing previous unladen weight limits. Power was given for weights and other vehicle requirements to be controlled by Ministerial order. The first construction and use order duly followed.

The staff now totalled about 160. The current steam waggon was a 4 tonner known as Model B. Its boiler had a working pressure of 200 lbs. and the compound horizontal engine developed 35 m.p.h at 450 r.p.m. Two speeds were provided, one giving a road speed of 5-6 m.p.h. and the other 2-6 m.p.h.

To date 39 steam waggons had been delivered, including 3 to Ceylon in 1901.

Production in 1904 added a further 33. It was later found that many of these machines were running twenty-five years later.

Steam lawn mowers had been relegated to the background; A whole new era lay ahead.

A C K N O W L E D G M E N T S

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