

LEYLAND HISTORICAL SOCIETY

(Founded 1968)

Registered Charity No. 1024919

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Mr. E. Almond

AIMS

To promote an interest in history generally and that of the Leyland area in particular

MEETINGS

Held on the first Monday of each month (September to July inclusive)

at 7.30 pm

in

The Shield Room, Banqueting Suite, Civic Centre,

West Paddock, Leyland

SUBSCRIPTIONS

Vice Presidents: £10.00 per annum

Members: £10.00 per annum

School Members: £1.00 per annum

Casual Visitors: £3.00 per meeting

A MEMBER OF THE LANCASHIRE LOCAL HISTORY FEDERATION

THE HISTORIC SOCIETY OF LANCASHIRE AND CHESHIRE

and

THE BRITISH ASSOCIATION FOR LOCAL HISTORY

Visit the Leyland Historical Society's Web Site at: <http://www.leylandhistoricalsociety.co.uk>

CONTENTS

Page	Title	Contributor
4	Editorial	<i>Mary Longton</i>
5	Society Affairs	<i>Peter Houghton</i>
9	It is our park now	<i>Joan Langford</i>
12	It wasn't exactly treasure trove	<i>Sylvia Thompson</i>
19	Leyland carriers and carters	<i>Derek Wilkins</i>
26	A corner of Leyland	<i>Edward Almond</i>
29	Seventeenth century domestic trouble and strife	<i>Derek Wilkins</i>
33	The Lailand pre-Reformation chalice	<i>Edward Almond</i>
37	The Lancaster Canal – Preston to Walton Summit Tramway	<i>Peter Houghton</i>
41	May Bank Holiday 2011 - Visit to Cosford and Shrewsbury	<i>Mary Longton</i>

Editorial

Welcome to the fifty-seventh edition of the *Lairland Chronicle*.

At the Annual General Meeting in September the contribution made by Elizabeth Shorrocks to the Historical Society was recognised by her being made a life member of the Society. Elizabeth has now stood down from the position on the Committee as Vice Chair and Edward Almond and Michael Park are to jointly take on this task.

Congratulations were given at the meeting to Peter Houghton on winning the Historian of the Year Shield for his project on and publication of the book 'The Industrial Heritage of Leyland & Farington', as adjudged by David Hunt of the Leyland Museum. We thank our Chairman for all his hard work to ensure the continuity of our Society.

Members have been most loyal in joining the Society again this year and the first two meetings have had excellent attendances. The current programme arranged by the Chairman is interesting and varied and the proposed trip in May to Stratford-on-Avon promises to be an exciting one.

In this *Chronicle* we are again able to visit Sylvia's little garden in Golden Hill Lane where her treasured possession prompted a wonderful article; Edward's sighting of himself in a photograph in the new *ASDA* prompted him to put pen to paper with his memories of living in Towngate, Joan Langford's attendance at the ceremony in the Leyland Museum reminds us of how precious the beautiful Leyland park is to both residents of Leyland and visitors. Derek Wilkins takes us back to a time in the seventeenth century when a poor woman was made destitute and then he brings us back to relatively modern times when the horse and cart preceded a very handsome *Leyland* van for the conveyance of goods in the area.

Leyland continues to change; the statue of the unknown Leyland Motors' worker by the restyled entrance to the Market Hall on Hough Lane, the new *ASDA* in the old cinema space and the *Leyland Lion* in the old Post Office could all become subjects of articles in future *Chronicles*.

I am delighted to have helped in a small way with the editing of this magazine and thank those who have contributed for taking time to give us an insight into Leyland's people and past. Articles large or small are always very welcome.

We look forward to another season of events with the Leyland Historical Society.

Mary Longton

Any opinions expressed in the contents of this journal are those of the individual contributor and do not necessarily represent the views of the Society.

Permission has been granted by the Ordnance Survey for the map scroll used on the cover.

Society Affairs 2010-2011

Our forty-third season and fifth in the Leyland Civic Centre, on Monday, 6th September, kicked off with one of our regulars, Malcolm Tranter. Malcolm delighted Society members and visitors with a talk on the life of Lord Leverhulme as he built up the business from his father's shop in Bolton through to the factory and the model village of Port Sunlight. The story continued as he made his home in the unlikely setting of Rivington where he lived out his last days.

In October we saw the return of the Mikron Theatre Company who this year gave us 'Pedal Power'. This told the story of the Clarion Cycling Club which, with the affordability of the new safety bicycle in 1890, meant that, for at least one day a week, thousands could quit their work-a-day lives and enjoy the freedom of the open countryside.

The 'magic wheel' was seen by many as a way of spreading a new political gospel, and the *Clarion Cyclist* was born: 'a Socialist utilising his cycle for the combined purposes of pleasure and propaganda'. Soon the 'National *Clarion Cycling Club*', formed in 1895, became a national phenomenon which continues to this day. Pedal Power followed these very British radicals, with their saddlebags full of leaflets, along the road from politics to time trials, cloth caps to helmets, worsted to lycra. It told the inspiring and entertaining story of the NCCC: fun, fellowship and the idea of sport as a means to an end. With a rousing song and the wind at its back, Mikron freewheeled down the years with a hundred saddle-sore but laughing Clarionettes. The four actors again were brilliant as they told the different characters' stories involving members of the audience on the way.

November's meeting saw the welcome return of Dr Paul Hindle who in the past has given the society talks on his specialist subject of maps, but this year he was in the guise of the current secretary of the Manchester, Bolton & Bury Canal Society. It was his task to bring the members up to date on the restoration of this local canal following the talk given by the late Chairman, Margaret Fletcher, many years ago. From the small towpath clearances to the multi-million pound restoration of the first three locks up from the River Irwell under the new bypass, with its already planned tunnel in situ, Paul went through the future plans for an eventual reopening. Since that meeting, I have discovered that Paul will soon be the new Chairman of the Manchester Bolton & Bury Canal Society so that John Fletcher can spend more time with his young family.

In December, our third returning speaker of the year so far, saw Dr Alan Crosby take time out from his new celebrity lifestyle with the *Who Do You Think You Are* magazine to talk to the society about the Lancashire Carriers, the men who, before the age of canals and railways, were the only means of getting goods delivered around the country. Alan showed how, as these other forms of transport were established, the carriers adapted to their changing circumstances with shorter routes, feeding into the canals and, later, the railways. Finally, with things going full circle, the birth of the lorry brought the transport system mainly back to the roads, as we all know so well in Leyland.

As a repeat from last year, it started snowing in January and I wondered if we would see our next speaker who was travelling all the way from Lowton, which is between Leigh and Warrington. On 10th January, Steve Rigby did arrive to talk the members through his visit to the wreck of the *Titanic* deep under the Atlantic Ocean. He told us how he managed to get on

the guest list with its very large price tag and the training for the very cramped conditions on the small submarine. The pictures when he reached the wreck were so clear that on referring back to a plan of the ship and pictures taken before she sailed, it was easy to identify the different parts of the vessel. The submarine, for safety reasons, could not enter the wreck but the story of *Titanic*'s final days was told with Steve's thoughtful knowledge of the subject.

For our now annual Sid Calderbank show in February, Sid gave us 'An evening with Edwin Waugh', this being his recreation of a show that the writer and poet, Edwin Waugh, gave to his Victorian audiences. It was a collection of Lancashire dialect poems, stories and songs as near to the originals as Sid could find.

March saw the welcome return of Colin Dickinson with the story of Alfred Waterhouse, one of the main architects of Manchester as we know it today. From the Town Hall to the Refuge Building (now the Palace Hotel) and many, many points in between, Colin told Mr Waterhouse's life story and showed the members photographs of many of his buildings pointing out all the great details that went into their construction.

When I last asked Mark Baldwin if he had any other talks, he did mention he did a little one on the 'Battle of the Atlantic'. He was being modest as usual as the members present at the April meeting agreed that this was probably the best lecture we have seen him give. He began with the story of the convoys and explained their formation, detailing the roles of the various ships; he then went on to describe the various U-boats and their crews from archive photographs and the pictures of the three remaining boats (the nearest one being in Birkenhead).

Following the interval he went on to speak about the Battle itself with the clever use of graphs to show the losses of Allied shipping over the period. The peaks were the bad times though the reduction due to the Bletchley Park initial breaking of the naval Enigma could not have shown more clearly. The subsequent adding of a fourth wheel to the machine by the enemy again sent the losses up until, again, that was broken by the team led by Alan Turing at Bletchley Park. A wonderful evening.

On Sunday, 10th April, the smallest ever group of members went to Alston Hall for a three course evening meal followed by a talk on 'Historic Western Cyprus' with Malcolm Tranter showing his excellent slides of the various ruins to be found in that area. Sadly, this was to be the society's last visit to Aston Hall as the committee has decided, due to the rising costs over the last few years and this year's reduction in members' attendance, not to continue with this social event.

On Monday, 2nd May, we had the 6th Annual Historical Society Trip with a full coach of fifty-one members heading for the Midlands via the M6 and M54 until we reached the RAF Museum at Cosford. Here we were met by the three guides, all retired RAF personnel doing volunteer work into their eighties, who split the members into three groups and took them around the huge site. Given the time allowed, they managed to get us around most of the vast hangers within the two hours. A particular local favourite exhibit to us all was the only remaining *TSR2*, designed and built in Preston.

We all then trooped back onto the coach for the half hour trip to Shrewsbury, where we were met by our two guides for the afternoon walk around the town between the English and Welsh bridges. From the birthplace of Charles Darwin and the initial workplace of Thomas

Telford, there were signs of many forward thinkers starting their careers here. Though the guide did not know that these also included writer Richard Ingrams of *Private Eye*, his old mate and *Private Eye* writer/actor William Rushton and a certain Michael Palin, who were all taught in Shrewsbury. After two route marches in one day, the members were very relieved to get on the coach for home, your Chairman promises a more leisurely trip next year

The following Saturday, 7th May, saw sixteen members follow their Chairman on his daily journey to Bolton, where we met up with Cliff from the Halliwell Historical Society (Halliwell is a suburb of Bolton as Bolton itself does not have an Historical Society as such). Cliff then proceeded to walk us around the town past the early home of Lord Levenhulme (see first paragraph of *Society Affairs*) then to the parish church whose stone came from Longridge via the Preston & Longridge Railway.

Your chairman, of course, had to point out that the former terminal basin of the Manchester Bolton and Bury Canal used to be just below the church though now this is St Peter's Way, the main road from the north of Bolton to the M61. The group then walked down Church Gate with its associations with the Civil War and the hanging of Lord Derby. In the footpaths are the words of famous Boltonians, my favourite was, 'Did you like that', from Fred Dibnah. Cliff told his own tale of dealing with Mr Dibnah, just as the group were accosted by shop owners and publicans handing out leaflets telling the story of their particular premises, I don't know if Cliff had warned them that we were coming but it was definitely a first. After this we walked down Deansgate past Mr Dibnah's statue, then heading on through Victoria Square past the Town Hall until we reached the Museum where Cliff left us to our own devices for a tour of the museum.

At our meeting in June, we were again entertained by the return of Dr CP (Chris) Lee who led the members on a breathtaking journey through the history of the British Film Comedy which he presents at Salford University as a ten week course and which he gave to us in two hours. So, as Chris said, he had to miss out quite a lot but he did manage to cram a lot in. I have a promise from him that he will return to concentrate on one of my favourite eras, the 'Ealing Comedies', though he did show the trailer for *Kind Hearts and Coronets*.

For the Annual General Meeting we rang the changes, not through the official business but afterwards when we were entertained by Stanley Walmsley with his talk entitled 'Ringing through the Changes', the history of bell ringing with much audience participation. A lively evening indeed.

On Saturday 23rd July an intrepid group of members met at Bamber Bridge railway station to catch the train into Preston, nothing very special you think; however, this was a one way ticket as we were walking back on the tram road from Preston to Walton Summit. A pictorial view of the route is included later in the Chronicle with copies of the aerial photographs and maps used on the route. When we arrived back in Bamber Bridge, a few of us continued by car to the recreation ground which is on the site of the Canal Basins at Walton Summit, but, just to be perverse, the site is in the centre of Clayton Brook.

Following the Society's appearance at the Transport Festival, the Historical Society's committee realised that we were in danger of missing out by not recording the oral history of the factory workers who helped to run the industries of Leyland and Farington in the last century. The Society is appealing to the people of Leyland and their families and friends to help us establish a database of Leyland and Farington workers, be it Leyland Motors, Leyland

& Birmingham Rubber Works, BTR, Leyland Paints, the various mills, bleach works, or any other factories, workshops or manufacturing premises in Leyland and Farington. We will then record their memories for future generations making them available to the North West Sound Archive, the Commercial Vehicle Museum, libraries and schools.

To publicise this, the book 'The Industrial Heritage of Leyland and Farington' has been adapted to be a *PowerPoint* talk and it was presented to the membership on our first meeting of the new season on 5th September. We will be happy to give this talk around the town to any interested parties; a child-friendly version has also been produced and this was appreciated by the St Ambrose Cubs and their leaders a few weeks ago.

Whilst researching the book, I was surprising to find how many factories and businesses have been conducted within the area in the last one hundred and fifty years. From the smallest blacksmith to the multi-national enterprise, all types of businesses could be found in Leyland. At one time there were over eighteen thousand people working within Leyland itself. The book is available at the Leyland Historical Society meetings, from 'Great Grandfathers', Towngate, Leyland and also from the British Commercial Vehicle Museum at a cost of £4.95.

The website continues to grow since its inception in December 1999 to a point that up to today the number of visitors to the site was over 50,600 with over 4000 hits in the last year. Enquires have continued to flood in with over twenty-five requiring the committee's attention in the last twelve months.

At the end of the season we had 222 members, the successful postal renewal system again being used in the month of August.

I would just like to thank all the committee members for their assistance in the last eighteen years and I hope they will continue to carry on in the future, especially Michael who besides being Secretary has now taken over the planning applications from Elizabeth and Mary who continues to edit the Chronicle. If anyone else would like to join the committee, it involves attending only ten meetings a year and we are very friendly, please see any of the current members of the committee.

Peter Houghton

It is our park now

Joan Langford

At 6.30 p.m. on 18th June, 1951, the Mayor of Leyland, Councillor Frank Marsden, MBE, turned a ceremonial key and opened the gates of Worden Park for the town's Festival of Britain celebrations to commence in the park. It was an historic moment as this 100 acre slice of the ffarington estate passed into public ownership and became 'Our Park'.

A century after the Great Exhibition of 1851 Herbert Morrison proposed that a Festival of Britain be held as 'a tonic for Britain'. Communities celebrated with gusto. The centrepiece of local celebrations in Leyland was the purchase from the ffarington estate of Worden Park.



The Mayor of Leyland, Councillor Frank Marsden, opening the gates of Worden Park in 1951

Worden Hall itself had effectively been abandoned after the disastrous fire of 1941 and the death of Henry Nowell ffarington in May, 1947, began a wholesale disposal of the Worden estate, including the public auction of the valuable contents of the 'Country House' in 1948.

There had long been efforts to establish a public park in Leyland and the local council was well aware of these events. Therefore, in May 1948, their proposal for a 999 year lease was forwarded to Sir Henry ffarington and in January 1950 the Council applied successfully, to the Ministry of Health for permission to borrow £26,421 'for the purpose of acquiring Worden Hall Park'.

The Council's achievements were duly celebrated in a week of festivities beginning with the official opening of the Park by Councillor Marsden, followed, the next day, by the crowning of the Festival Queen, Jean Lawrence. The festivities culminated with a grand Pageant of Transport.

On Saturday 18th July, 2011, Councillor Marsden's grandson, Chris Marsden, officially opened an Exhibition at the South Ribble Museum – exactly sixty years, to the day, from the opening of the Park. Chris had recently discovered a copy of his grandfather's 1951 speech (which had been safely tucked away in a Festival Programme) and which he read for those gathered at the museum that day:

Ladies and Gentlemen,

Since I was elected on the Council I have presided at many and varied functions. I suppose I will attend many more in the future, especially during my year of office as Chairman, but I can assure you, ladies and gentlemen, that nothing has given, and will give me, greater pleasure than performing this ceremony.

The opening of Worden Park is a great milestone in the history of the Council, and indeed of Leyland itself. How very appropriate it is that such an achievement should be attained in this Festival year. We have a really important event to celebrate the Festival of Britain with, which will always provide a permanent benefit for the people of Leyland and their children.

Leyland has never had a public park, and now we possess and can enjoy one of the loveliest places in the district. If ever the Council took the right course they certainly did when they decided to purchase Worden Hall and Park. I believe that the possession of adequate natural open spaces is essential for the well-being of the people, and we in Leyland have at last got these facilities in abundance. There are, of course, some difficulties and shortcomings at present. We can't use all of the Park – a large part of the Hall has been destroyed by fire – a lot of maintenance is required in the gardens – more equipment and conveniences are needed. But all this is only a matter of time. The Park and Hall belong to the people of Leyland and we can look forward to the day when the whole of the Estate will be available. Considering the short time the Council have been owners I think a great deal has been done to make the place 'ship shape' and I would like to congratulate all those responsible. I also think that [at] this official opening we ought to thank everyone who has helped the Council to become the owners of Worden – it has meant a lot of work, thought and responsibility for both members past and present and senior officers.

The possession of Worden Park is an asset to Leyland, and as the town develops I think the wisdom of the Council in purchasing it will become even more clear. But it is important to realise that everyone has their part to play in the maintenance and well-being of these grounds. So I sincerely hope that they will be used fully but wisely.

Now ladies and gentlemen having already received the key to the Park from the Chairman of the Festival of Britain Committee, and opened the main gates, I have the very greatest pleasure in this Festival year in officially declaring Worden Hall and Park open to the public. May it ever be used and enjoyed by all, both young and old, for the benefit of their health and happiness.

The milestone anniversary was marked at South Ribble Museum with a special exhibition of fascinating local artefacts including the ‘Worden Hoard’, a collection of Roman coins found in Leyland in 1850; Roman artefacts including fragments of pottery and a lock of Roman hair collected by the Farrington family; and the ceremonial key with which Councillor Marsden opened the park gates in 1951.

Susan Farrington, a direct descendant of the family who originally owned Worden Hall and Park, attended the celebration opening of the Exhibition and commented:

This exhibition reminds us how important it is for us to save and preserve our history for future generations. That today we are enjoying Roman coins found here in Leyland is evidence enough of the interest we all instinctively have in the past and today will be tomorrow’s past.



Cllr. Jim Marsh, Susan Farrington and Mrs. Marsh

Also present at the 60th anniversary event was the 2011 Mayor of South Ribble, Councillor Jim Marsh, who said:

Few people in Leyland will know the fascinating history of Worden Park and how previous generations worked incredibly hard to secure it for public use. That the Park continues to flourish and be enjoyed by residents and visitors to Leyland every day is testimony to the council workers and friends groups who work hard all year round.

Footnote: If the council had not been able to purchase the Hall and Park land it would almost certainly have been used for housing development.

It wasn't exactly treasure trove

Sylvia Thompson

In the late 1930s and early 1940s my dad's gardens, both front and back, were completely given up to the growing of vegetables, partly due to the then government's 'Dig for Victory' campaign and the fact that, with five mouths to feed, as well as Mum and Dad, it was sensible and economical to do so. Ours was the only house in the row to grow vegetables, all the rest had lawns with flower borders. I had always envied my friends with their lawns to play on and swings to enjoy. I think I must have pestered dad so much that he eventually gave in and gave up his strawberry bed for me to tend as my very own garden. I was about thirteen and remember buying flower seeds and begging plant cuttings from our neighbours in order to fill my little patch.

One day, whilst I was digging, I unearthed what I was hoping would be buried treasure. It was a coin or medal caked in years of dirt and mud. After much scrubbing and soaking in vinegar it emerged as a blackened and slightly battered Preston Guild medal dated 1882. On the obverse was a profile of the Duke and Duchess of Albany and on the reverse the Coats of Arms of the Duke together with that of Preston and the inscription: 'Edmund Birley Preston Guild 1882'. I was a bit disappointed at the time never having heard of them and it obviously wasn't treasure but it went into my little box of 'interesting things' which I kept in my room.

Amazingly, it has survived my growing up, getting married, four house moves and, sixty years on, it is still in my possession, almost forgotten until the 2012 Preston Guild was mentioned recently on the radio. Having found it I just had to look into its origin.

I discovered that the Preston Guild dates back to the twelfth century when the right to have a Guild Merchant was granted in 1179 by King Henry II. The Guild Merchant was made up of the various Trade Guilds in the town: men involved in trading and selling goods in Preston shops and markets. Members had the right to control trade in the town and grant permission and rights to newcomers.

To be elected Mayor during Guild year was a great honour and a special privilege: a Guild Mayor traditionally had his portrait painted as a record of the event. The portrait was then given to the Harris Museum.

The Royal Connection

According to records, the 1882 Guild is remembered for the decision to invite royalty to the event and His Royal Highness, the Prince of Wales, was invited to lay the foundation stone of the new Harris Free Public Library and Museum. Sadly, only a few months prior to the opening of the Guild, the Prince declined the invitation. His younger brother, Leopold, the Duke of Albany, the eighth of Queen Victoria's nine children, was invited to perform the ceremony and accepted along with his wife the Duchess of Albany.

However, once again, disaster struck when, only three days before the Guild Week celebrations were due to start, the Duke of Albany became ill and had to cancel the visit. Imagine the panic in the council chambers: the committee for the Guild had received a letter from Windsor Castle saying, 'were it not for a slight indisposition I would have enjoyed attending the Preston Guild'. 'Does that mean he's not coming', asked one member. 'Aye', replied another. 'Reet! He'll never work in Preston again'. The cotton lords certainly had the power to prevent unpopular workers from getting employment in the town.

With only three days to go, and due to a timely intervention by the Queen, the Duke of Cambridge was elected to replace the Duke of Albany; of course, by this time all the medals and souvenirs had been prepared with the images of the Duke and Duchess on them.



*Prince Leopold
The Duke of Albany*

Prince Leopold, Duke of Albany 1853-1884

Prince Leopold George Duncan Albert was the youngest son and eighth child of Queen Victoria and Prince Albert. Born at Buckingham Palace on 7th April, 1853, he inherited haemophilia from his mother and spent most of his childhood as a semi-invalid under the fierce protection of his mother. Unable to pursue a military career, he became unofficial secretary to his mother. He attended Christ Church, Oxford, attaining an honorary degree doctorate in Civil Law. Following university, Leopold hatched a plan with his tutor to rent a country house which he could use as a retreat and also get away from his overbearing mother. Boyton Manor in Warminster, Wiltshire was his much-loved sanctuary, now a public house called The Prince Leopold.

Leopold travelled extensively in Europe, Canada and the United States with his sister Louise.

Thinking that marriage would be a good way to get away from his domineering mother his efforts to find a wife met with one or two rejections due to his haemophilia and subsequent epilepsy. His mother's suggestion led to his marriage in 1882 to Helena Fredrike of Waldeck-Pyrmont, the daughter of George Victor of Waldeck-Pyrmont and Helena Wilhelmina of Nassau-Weilberg in Germany.

Prince Leopold died aged thirty as the result of a fall in Cannes, the ensuing bleeding as a result of the haemophilia being given as the cause of death. Helena was pregnant with their second child at the time of Leopold's death. The baby, named Charles Edward, a brother for Alice, became the next Duke of Albany. The marriage, though sadly brief, was said to have been a happy one and Helena lived to see many grandchildren.

By all accounts the Prince was a pleasant and talented man and was referred to in one newspaper as 'one of our most popular Royals'. He is buried in the Albert Memorial Chapel at Windsor and his passing was celebrated by Scottish poet William McGonagall in the poem, 'The Death of Prince Leopold'.



*Prince Leopold, his wife Helena and son,
Charles Edward*

In the nineteenth and twentieth centuries in the history of European Royalty, haemophilia was prevalent. Queen Victoria passed it on through two of her daughters to various royal houses across the continent including Spain, Germany and Russia, in addition to her son Leopold who passed it on to his daughter Alice but not to his son Charles.



Prince George, the second Duke of Cambridge

Prince George, the second Duke of Cambridge 1819-1904

Prince George was a male line grandson of King George III; his father was Adolphus Frederick, first Duke of Cambridge, the youngest son of George III. His mother was Augustus Wilhelmina Louisa, daughter of Frederick Landgrave of Hesse Cassel, and his father was Governor General of Hanover. Prince George lived in Hanover until 1830 when at the age of eleven he was sent to England to be under the care of William IV and Queen Adelaide.

Prince George served as an army officer and was Commander in Chief of the British Army from 1856 to 1895. He became the Duke of Cambridge in 1850.

The Duke was always concerned for the welfare of his soldiers and he earned a reputation for being resistant to doctrinal change and for making promotions based on officers social standing rather than merit and is said to have rebuked one of his more intelligent subordinates with the words 'Brains? I don't believe in brains! You haven't any I know Sir!' He was also reluctant to adopt change.

He did not agree with arranged marriages and contrary to the Marriage Act of 1772 he was married privately in 1847 to Sarah Fairbrother, the daughter of John Fairbrother, a servant in Westminster. The marriage was therefore illegal by law.

Sarah had been an actress since 1827 and had performed at Drury Lane, The Lyceum and Covent Garden theatres. As the marriage was not recognised in British law, Sarah was not entitled to the title of

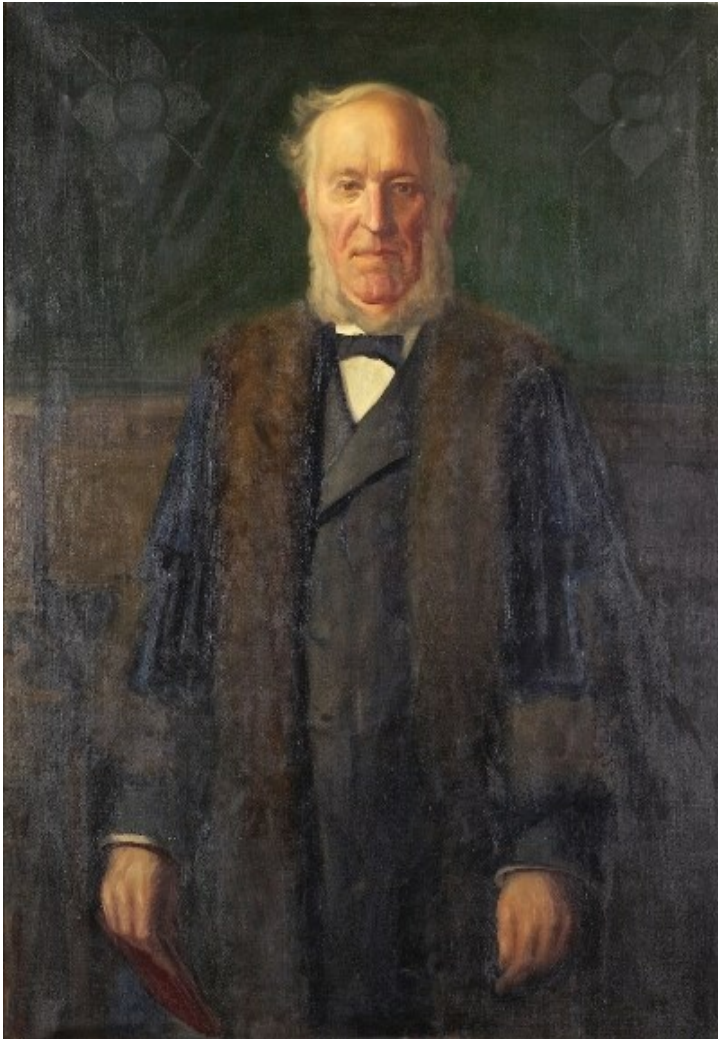
Duchess of Cambridge, instead she called herself Mrs Fairbrother later changing it to Mrs Fitzgeorge. They had five children three of whom were sons and two were born before their marriage. The boys all eventually pursued military careers.

The Duke was weak where women were concerned and it is thought likely that he was cajoled into marriage by the twice pregnant Sarah, she herself obtained the licence. Legend has created an idyllic marriage for the couple when in fact the Duke had other affairs and was quite unworthy of her faithful and steady attachment. Notably, from 1837 he had known Mrs Louise Beauclerk whom he described as 'the idol of my life and my existence'. He professed a wish that after his death he should be buried near her and in fact both he and Sarah are buried a few

feet away from each other in Kensal Cemetery. He died of haemorrhage of the stomach in 1904 at Gloucester House in Piccadilly London. After his death the Dukedom became extinct.

He was a main line grandson of a king of Hanover and as well as being 'Prince George Duke of Cambridge' he bore the titles of Prince of Hanover and Duke of Brunswick and Lunenburg [Hanover].

Having looked at the royal personages I then turned my attention to the Guild Mayor.



*Edmund Birley by W. Norris Simm
Copyright of the Harris Museum and Art Gallery, Preston*

**Edmund Birley, Preston Guild
Mayor, 1882**

Born in 1817, Edmund Birley was a cousin and a prominent member of the Birley family of Kirkham who were cotton manufacturers in the Fylde and Preston areas. He was a Freemason as were most business men in and around the area.

Edmund's ancestor, John Birley, arrived in Poulton from Ireland in the late seventeenth century. From very humble beginnings the family set up a thriving sailcloth manufacturing business, the profits from which enabled them to live in considerable style in imposing residences not only in Kirkham but in other parts of the Fylde such as Bartle Hall, Clifton Hall, Millbank, Hillside etc.

In the nineteenth Century, they expanded into the cotton industry which was then mushrooming in Preston, associating themselves with the Horrockses and Swainsons, thus further consolidating their place as leaders in the community, in fact, Edmund's father married Mary Swainson.

The Birleys, major employers in their Swainson and Birley mills (Birley Mill being later known as Fishwick Mill), also employed many servants in their homes. The family played an important role in the life of the town of Kirkham for two hundred years.

In June 1846, at the age of twenty-nine, Edmund married Caroline Dorothea Moore the daughter of the Reverend Richard Moore, Vicar of Lund. They had two sons and five daughters.

Edmund became a Justice of the Peace and when he died a cross was erected in Clifton in his memory. There are Streets in Blackpool and Preston named after the family.

The picture shown above is an image of the painting by W. Norris Simm. It was painted at the time of his election as Guild Mayor and the original is in the possession of the Harris Museum and Art Gallery. It was kindly provided by them and is a copyright of the Harris Museum and art Gallery.

**The laying of the Harris Museum Foundation Stone –
Tuesday, 5th September, 1882**



The Harris Museum, Preston

The Duke of Cambridge arrived by train at Preston from Ormskirk, accompanied by the Earl of Lathom. After an enthusiastic welcome and inspection of the troops, His Royal Highness left the station with an escort of the Dragoon Guards and the Fifth Lancashire Artillery Volunteers formed a guard of honour at the Town Hall.

A procession of two thousand freemasons headed by the band of the Fifth Lancashire Artillery moved along Fishergate, Lune Street and Friargate to the Market place, there was a flourish of trumpets and the Guild Mayor, Edmund Birley, Esquire, made his appearance with the Duke of Cambridge and the Earls of Lathom and Derby. They sat on a platform draped in crimson cloth surrounded by nobility and gentry.

The Foundation stone was laid by the Earl of Lathom, plans were presented, the choir sang and the National Anthem followed addresses by the Earl of Lathom and the Earl of Derby. It seems that the Duke of Cambridge had a minor role in these proceedings.

There was an amusing account of the ceremony in the *Preston Chronicle* dated 9th September, 1882:

This was perhaps the most imposing spectacle of the spectacular festival but its effect was greatly marred by the oppressive dullness of the morning and the persistent fall of fine penetrating rain. Before the time appointed, choristers had taken their places near the west end of a vast marquee covering the site of the new library and just behind the foundation stone, which was fully prepared for

the occasion. To the various strains of music and at the occasional call of fussy officials the freemasons, in full regalia and wearing their jewels, filed into the canvas-covered space and took their places, the privileged members of town and county having taken theirs already.

Then came the high offices of the Masonic orders followed by the Duke of Cambridge, Earl of Derby and Earl of Lathom and other notables and the ceremony was ready to begin.

The representative of the Harris Trustees CR Jackson Esq. then in a wearisome monotone detailed the origin of the Harris Library and at the halting but welcome close to his speech requested Lord Lathom to lay the foundation stone with all due care and ceremony. At the same time Mr. Jackson handed his lordship a silver trowel for the purpose. Lord Lathom's response delivered in a full and manly tone seemed to rouse the vast concourse of spectators as from a dream and the choir following with a delightful rendering of a psalm put a life and spirit into the ceremony of which until then it had been sadly deficient.

The Duke of Cambridge, who had hitherto seemed rather bored, now brightened up and although only playing second fiddle in the ceremony he played that part to perfection.

After the stone had been raised for the purpose of depositing the usual coins etc it was lowered and Lord Lathom carefully testing it by level, plumb and the square and then declaring the work properly done.

The laying of the stone was succeeded by the Guild Mayor's Luncheon. (Was this the reason for the Duke suddenly cheering up?)

The Duke of Cambridge was joined a great many gentry and dignitaries and, following the playing of the National Anthem by the Band of the Royal Marines, all enjoyed the sumptuous luncheon. This ended with the Mayor proposing the health of the Duke of Cambridge which was drunk with enthusiasm and the Duke responded with a lengthy speech expressing his pleasure to find himself in Preston once again. (he had previously opened the new Town Hall). The Mayor then responded by expressing how indebted they were to the Duke for stepping in and conferring the honour of the Borough.

Following the luncheon, the Duke of Cambridge, attended by a distinguished party, proceeded to Avenham Park to plant a tree in commemoration of the Guild.

The silver spade he used he eventually presented to the Duchess of Albany who should have originally performed the ceremony. A letter of thanks was received from her.

Sadly there is now no sign of the foundation stone, no one seems to know where it is situated and presumably it has been covered up by subsequent renovations to the museum.

A description of the Medals taken from *The Preston Guild Merchant 1882*:

Two inches in diameter and of three qualities, in addition to one in gold, which was presented to the Queen as a memento of the Guild, there were some in silver, bronze and white metal with portraits of the Duke and Duchess of Albany with an inscription round 'H.R.H. Duke of Albany, KG, H.R.H. Duchess of Albany'.

On the reverse, three circlets on which are shields bearing, in relief, one: the Borough Arms; two: the Arms of the Guild Mayor and, three: Edmund Birley

Guild Mayor 1882 between which is the rose of Lancaster with the words 'Preston Guild Merchant' in ribbons.

The medals were manufactured by Messrs Wyon of London, the Queen's medallist and there is a long list of recipients including the Mayoress and three Misses Birley, followed by a long list of councillors, police etc.

There were 62 surplus medals: one silver medal was presented to the head boy of the grammar school and bronze medals were presented to the sixth form boys. Other medals were presented to members of the police force and some were sent to the museum in Cross Street.



My medal

All this information from one very grubby little medal found sixty years ago in my little plot in Golden Hill Lane which led me to wonder how it got there. My parent's house was only built in the early 1920s and before that it was a field and Golden Hill was a country lane.

Was the medal lost by some farm labourer working in the field or was it some young man entertaining his latest girl, doing some 'courting' there? Was it a medal awarded for some act of courage or was it just a souvenir of the Guild? I'd love to know.

I had a lot of fun finding out about the characters involved and, of course, there is much more to relate about all three of the men, and, indeed, their wives. Also, the Duke of Cambridge did intrigue me and how magnificent he looked in his uniform.

My little medal wasn't really 'Treasure Trove' but its find led me to research a little about these people where I discovered 'treasures' of human strengths and weaknesses and it certainly got me quite involved.

Acknowledgements:

My thanks to Amanda Draper, (Keeper of Fine Art) at the Harris Museum for her help with the copyright to allow the publication of the painting of Edmund Birley and also to the Preston Historical Society for their help.

Notes from *The History of Preston Guild* by Alan Crosby and Preston Guild 1882.

Leyland carriers and carters

Derek Wilkins

At the society's meeting in December, 2010, assembled members and visitors were treated to a talk by Dr. Alan Crosby on 'Lancashire carriers'. In his inimitable style he delivered the talk without any reference to notes or visual aids, except for a couple of handouts illustrating how carriers had adapted to change. He made several references to nineteenth century trade directories, particularly those for Chorley and Preston, and apologised for his omission of Leyland on the grounds that it was not a market town. Whilst this is obviously true, Leyland nonetheless has had its share of carriers.

In the late 1940s and early 1950s my dad repaired boots and shoes in his spare time; his materials, including leather tied up in 'bends', were supplied by McNaughts of Anchor Court, Preston and were delivered to our door in a van with the logo: 'W. & R. Harrison, Carriers, Leyland'.

The business, carried on from premises near Leyland Cross, was then operated by two brothers, Bill and Bob Harrison. David Harrison* [see Editor's note] gave us a picturesque description of the location and of the two brothers in his Chronicle article: 'Fox Lane and the hen cabins'.⁽¹⁾

This present article outlines the development of the business from its beginnings around 1850 and looks briefly at other Leyland carriers and their evolution from the related occupation of carter.

From the 1840s, the Harrison family lived at Old House Farm on Cocker Lane. They became an integral part of what was a sort of 'Moss-Side mafia', with the Millers of Paradise Farm being very much the 'Godfather' figures. Others included the Phillipsons at the neighbouring (and equally enigmatically named) Purgatory Farm, the Loxhams of Little Moss Farm and the Wilkins of Moss Farm. It also included families from neighbouring Ulnes Walton, most notably the Glovers of Culshaw's Farm on Holker Lane. They were all interrelated by marriage, recalling the adage 'shake one and they all rattle'.

The Millers and Harrisons came to be related through the marriage in 1842 of Robert Harrison, a farm labourer of Leyland, to Lydia Banister, the daughter of James Banister, a Tarleton shipwright. Her sister Margaret had eleven years earlier married John Miller of Paradise Farm.

A relative of the sisters, Ellen Banister, married Richard Norris of Euxton in 1843 and in 1850 Richard gave his occupation as 'carrier'. At the time the couple were living in Bradshaw Street, Leyland, but after Richard's death in 1872 Ellen moved to 26 Union Street, Leyland, and in 1886, three years before her own death, she was described as 'proprietor' of 30 Towngate, Leyland.⁽²⁾ It was here that the carrier business, first started by her husband, was developed; initially by Thomas Glover and later by Robert Harrison junior. Both were relatives of Ellen Norris.

Thomas Glover was the son of Edward and Jane Glover of Eccleston and was born in 1840, (his mother Jane was the sister of John Miller). His parents both died when he was only ten and he then went to live with his grandmother, Mary Miller, at Culshaw's Farm in Holker Lane, then owned by his uncle, John Miller.

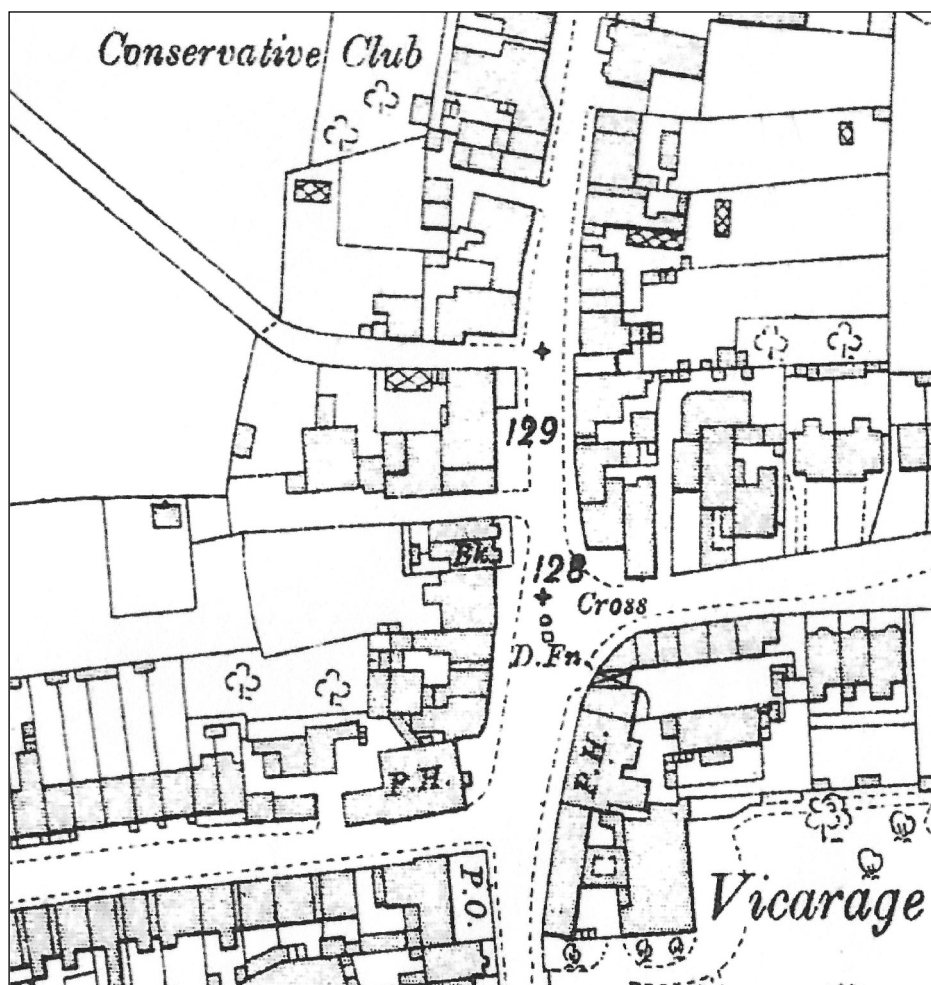
In 1861 he gave his occupation as 'carter'. Three years later he married Janet Norris, a relative of the above Richard and Ellen Norris, and in 1871 the couple were living at 32 Union Street, a few doors from Ellen Norris, with Thomas carrying on the business of 'carrier'. In the Mannex trade directory of 1881 he advertised the fact that he went to Preston on Tuesday, Wednesday, Thursday and Saturday, having by now moved his business to 30 Towngate.

Thomas Glover died in 1887 and in his will directed that '...the sale of my horse and cart and the proceeds... I give to my wife...'

Two years later the business was taken over by Robert Harrison junior who, five years earlier had married Margaret Loxham, daughter of William Loxham of Little Moss Farm. It is not clear exactly how Robert came to acquire the business but it may have involved a loan from his father who in his will of 1893 referred to £75 having been advanced by him to his son Robert.

The 1891 census shows Robert and Margaret with two sons, Richard (6), William (5) and two daughters, Alice (3) and Maggie (2). Two more sons followed: Robert in 1892 and John in 1895. William and Robert (Bill and Bob) would later take over the business as 'Exors. of Robert Harrison'.

By 1892, in addition to his business of carrier, Robert was also a cab proprietor, the forerunner of the modern taxi company. From 1895 he was carrying to and from Preston every Tuesday, Thursday and Saturday.



1901 O.S. map showing the vicinity of Leyland Cross. The building marked 'Bk' was the Midland Bank and occupied one half of No. 30 Towngate, the other half being occupied by the Harrisons. 'Harrison's Fold' ran down the side of No. 30 and gave access to their yard and stables as well as to the backs of Union Street. The building between Harrison's Fold and Cow Lane was, for many years, used as an auctioneer's saleroom.

Robert died at the end of 1912 aged fifty-eight. In his will, written the year before, he left all his property, estate and effects in trust to provide an annual income to Margaret for the rest of her life. He empowered his executors, sons William and Richard, to carry on ‘...the business of carriage proprietor and carrier now carried on by me at Leyland...’ and gave them the option of winding up the business if they thought fit. Alternatively they could continue to employ the existing capital or any further part of his estate as necessary; somewhat curiously, he gave them the authority to dispense with the services of William if they so wished.⁽³⁾ Thus the business became known as: ‘Exors. of Robert Harrison’. When the probate of his will was granted in 1913 his personal effects were given as £1141, indicating that the business had made him comfortably well off.

Margaret continued to live at 30 Towngate until her own death in 1932 at the age of seventy-eight. The trust set up for her by Robert’s will now terminated and the business became ‘W & R Harrison’.



Harrison’s van in their yard behind No 30 Towngate. The fact that the company was then ‘Exors.of Robert Harrison’ dates it to around the First World War. By now they were clearly operating daily runs from Preston’s Derby Arms

By 1926 daily deliveries were being made to Penwortham, Lostock Hall and Farington as well as to Leyland.

During the war, carriers underwent something of a transmutation and became referred to in directories as ‘haulage contractors’, although it was probably a change in name only, with the Harrison’s van continuing to display the name ‘Carrier’.

Around the same time, Water Street was absorbed into Towngate and in the consequent renumbering their address became 15, Towngate.

After the war, as part of the government's nationalisation programme, local haulage contractors such as 'Dallas' were absorbed into British Road Services although the smaller concerns such as the local carriers retained their independence.

The brothers continued with the business well into the 1950s until they both retired.

Other Leyland Carriers

There have been two other carriers of note in Leyland: Singletons, who operated from premises to the east of Chapel Brow, and the railway.

The history of Singletons has already been covered in an earlier Chronicle article by Alf Seguss.⁽⁴⁾ Their business seems to have been more diverse than that of Harrison's: as well as their carrier and cab proprietor business they were also blacksmiths and wheelwrights. They later became well known as coach operators and in the 1940s and 1950s were one of only a handful of taxi companies in Leyland. Their premises were later taken over by Fishwicks.

The railway (L&Y and LNW jointly before 1923 and LMS afterwards) had the advantage of being able to use the national network and, hence, advertise a service 'To all parts'. In the early years they appear to have used local carriers for delivery to and from the station goods-yard but in later years they had their own distinctive vehicles, the most notable being the three-wheeled Scammell Scarab.

A number of other smaller carriers were relatively short-lived. Between 1881 and 1885 John Gore, operating from Longmeanygate, advertised a service to Preston on Tuesday, Wednesday, Thursday and Saturday. He had previously been employed as a carter by William Marsden who was a grocer and provision dealer at Earnshaw Bridge; as with Thomas Glover, the job of carter evolved into that of carrier.

Between 1892 and 1895 John Robinson advertised himself as a carrier, operating first from Union Street and, in the latter years, Leyland Lane.

In 1898 John Hayhurst of Wade Hall advertised the fact that he went to Preston and Ecclestone on Wednesday and Saturday.

Carters

Carriers are recorded as early as the mediaeval period and probably evolved from itinerant traders who were prepared to carry goods to neighbouring towns and villages for a fee. The earliest would have been pedlars and packhorse drivers, with wheeled vehicles becoming more prominent following the eighteenth century turnpiking. Gilbert Lancaster is recorded as being a carrier in Leyland as early as 1724.

We have seen above that two of the nineteenth century Leyland carriers, Thomas Glover and John Gore had earlier been carters. Likewise, Robert Harrison junior, as a farmer's son, would certainly have been involved in it on his father's farm and it is not surprising, given the obvious similarities between the two occupations, that there should have been this evolution – there was clearly a blurring with Joseph Norris of Spring Gardens describing himself in 1851 as 'carrier or carter'.

Carters were much more numerous than carriers and fell broadly into one of three categories. At a time when most farms relied on horse-drawn carts for moving materials and produce, farm carters were by far the commonest. The census of 1861 shows that nineteen out of thirty-two

individuals who gave their occupation as ‘carter’ were employed by farmers, either as farmer’s sons or live-in servants.

Farm carts would have been a common sight on the roads, especially on market days. In 1858 a nephew of John Miller was killed on his way home from Preston market and the newspaper report⁽⁵⁾ of the inquest paints a vivid picture of farmers’ sons returning home from market:

He and some other farmers’ sons were passing through Farington on Saturday with their carts on their journey home from Preston market. They had drunk some beer at a public house on the way but were sober. Deceased was riding in the cart of one of his companions, his own horse and conveyance following. The animal drawing the cart in which he was riding started off at a trot and the deceased rose up and stepped upon the shaft. By some means or other he lost his footing and fell upon the ground...

Farmers also used their spare capacity to earn a supplementary income. In 1869. John Waddicar, who farmed on Slater Lane, presented the St James’s churchwardens with a bill: ‘to carting 6 loads of coals for St. James’ Church. £0/18/0^{d(6)}.

In addition to the farm carters there were individuals who ran their own carting business. Edward Tyrer, a lodger at Cliff’s Farm on Leyland Lane, gave his occupation in 1861 as ‘carter for hire’. From twelve in 1851 the number in this group had grown to thirty-three by 1881, doubtless a reflection of the village’s growth over this period.

In the third category were those employed by businesses in the transport of products and materials associated with the business. Thus in 1851 John Baker, the son of a farmer on Jane Lane, worked as a ‘Coal carter for cotton bleach works’ and in 1871 Thomas Wilson who lived on Water Street was employed as a ‘Carter at India Rubber Works’. In 1861 Edward Shakelady was living at Crawshaw’s Mill and was carter for the miller, Valentine Farington.

The carrier business

As with the stagecoaches, the local inns and taverns were essential links in the carrier network and were the main points of contact between carriers and their customers. (Chorley had its Carriers Arms). A list of Preston carriers in 1878⁽⁷⁾ shows that all thirty-seven serving the outlying towns and villages departed from inns. The Leyland carriers left the Roebuck three days a week, with return pick-ups from the New Cock Inn, while the Farington carrier departed from the Derby Arms on Wednesday and Saturday. It seems to have been the usual practice for parcels to be pre-paid and left at the inn for collection, with the innkeeper acting as the carrier’s agent. The carrier would then deliver them either direct to the addressee or to the nearest inn. There were frequent disputes between carriers and their customers, both over non-receipt of goods as well as over damage to the goods and a court case from 1855 shows how the system operated. A paper parcel of ‘wearing apparel’ together with a bandbox and basket belonging to a Mrs. Turner of Kirkham were left at the Legs of Man on Fishergate in Preston, with instructions that they should be left for her at the Black Bull in Kirkham. The carriers involved operated between Preston and Blackpool. Their ‘servant’ at the Legs of Man, after pointing out that the parcels bore no addresses, gave instructions: ‘to deposit the parcels in the lobby of the inn, that being the customary place...’. Mrs. Turner alleged that she had not received the paper parcel and that the other two items had been delivered to her address and not to the Black Bull as requested. When she sued for damages of £3 the judge found in her favour but refused to award costs on the grounds that the parcels were not addressed.

In the case of larger concerns, goods were collected and delivered directly. In 1878 a chest of tea valued at £5. 11s. 10d was placed for collection by the Preston to Lytham carrier at the premises of Hayes and Craven on Friargate for delivery to a tea dealer in Lytham. When the tea did not arrive Hayes and Craven sued the carrier and were awarded damages.

In the nineteenth century, carriers offering such services to the general public for a fixed price were known as ‘common carriers’ and were liable under common law for their standard of service, as the above court actions demonstrate. They were strictly forbidden from carrying letters; as early as 1710 an Act of Parliament, aimed at enforcing the monopoly of the Royal Mail, prohibited carriers and others, including coachmen and bargemen, from carrying or delivering any letters under threat of a fine of £5 for every offence, plus a further £100 for every week that the practice was continued. A later Act in 1801 granted exception to: ‘letters which concern goods sent by common carriers, sent with and for the purpose of being delivered with the goods’. The fact that there were regular reminders in the press suggests that there was widespread evasion; it must have been tempting for carriers and their customers to undercut the Royal Mail, which, before the advent of the Penny Post in 1840, was prohibitively expensive.

By the middle of the nineteenth century, the railways, who, from their beginnings had sought to integrate freight, including parcels, into their passenger businesses, had achieved something of a stranglehold and in February, 1840, Parliament was petitioned by ‘a large body of common carriers complaining of the injury done to their business by the monopoly of the railways’.

The carrier system was widely considered to be cumbersome and expensive, particularly for longer distances involving the railways. A leader in the *Preston Chronicle* in 1879 advocated the establishment of a national parcel post along the lines of Sir Rowland Hill’s Penny Post:

At present the carrier’s business, though wonderfully efficient, considering that there is no central system, is thoroughly disorganised... sometimes two lines of railway have to be used for one parcel... Everything is so designed as to give the greatest cost and the least efficiency.

They went on to advocate a centralised system of a ‘Parcels Post’ similar in principal to the Penny Post. This would involve the railways utilising the existing stock of carrier’s carts and horses etc. by employing them on a contract basis. This, it was claimed, would lead to a more efficient and cheaper system and ‘instead of a multitude of carts traversing long distances, often to deliver single parcels, each cart would serve one group of houses, to which it would proceed direct from the delivery office with a good load’. This would result in every house having at least one delivery per day and with a speed comparable to that of the penny post. Thus were sown the seeds of Royal Mail Parcels and later Parcel Force.

As a child, there was always great excitement when Harrison’s van pulled up in front of our house and I always rushed to be first to the front door. Nowadays a knock on the front door often heralds the arrival of the modern day carrier in the shape of one of the multitude of vans advertising ‘express delivery’ or ‘next day delivery’. More often than not it is a request for us to take in a parcel for a neighbour who is out at work. The recent explosion in on-line shopping has resulted in a regular procession of these vans on the roads, especially around Christmas time. They are obviously working to tight schedules, hence the frequent tailgating and high-speed driving. The hope expressed in the *Preston Chronicle* leader of 1879 that ‘the streets would be freed from their multitude of vans’ has certainly not been fulfilled.

I wonder what Bill and Bob would think of it all.

References

- (1) Harrison M.* 'Fox Lane and the Hen Cabins', Lailand Chronicle No 54. 2008
- (2) Lancashire Archives PUX 5/20. Although Ellen Norris is listed as proprietor the actual owners were the trustees of the Osbaldeston charity.
- (3) Lancashire Archives WLA/1
- (4) Seguss A.W. 'Singleton's of Leyland' Lailand Chronicle No 40. 1994
- (5) *Preston Chronicle* April 1858
- (6) Lancashire Archives PR 2808
- (7) *Preston Chronicle* December 1878

***Editor's Note**

David Harrison's article and pen drawings in 'Fox Lane and the Hen Cabins' (Chronicle No. 54) were wrongly attributed to 'Michael Harrison'. My apologies for this and I am happy to commend to you David's excellent article for which he was awarded Historian of the Year.



The Regent Cinema now Asda



A corner of Leyland

Edward Almond

One part of Leyland that holds many different memories for me is the meeting of Towngate, School Lane and Hough Lane. Some old Leylanders might still refer to it as ‘the Regent’ part of town since the old cinema was situated at the site of the new Asda store.

Living in Towngate, I passed the Regent cinema on my way to St. Mary’s All Age School, and later I travelled by bus to Preston Catholic College, then as a teacher at St Mary’s School for a further eight years before I moved from the area on getting married.

As a child I visited the cinema and I remember the morning it was destroyed by fire. I was walking to school and, being curious, I loitered too long before being moved along by a policeman. If you look at the heritage board on the front of the new Asda store, at the photograph at the bottom right, you will see a boy with his back turned looking at the remains of the Regent Cinema: that is me!

Opposite the Regent was Doctor Johnson’s house and surgery, now revamped as the Gables public house. I attended his and Doctor Strachan’s surgery which was situated at the side entrance, off Towngate. No appointments were necessary - you went in then sat and waited your turn.



Doctor Johnson's house now 'The Gables'

In 1962 I celebrated my twenty-first at the Gables Hotel (a few days late since my birthday fell on Good Friday).

Around the corner from Doctor Johnson's, on Hough Lane, was Mr. Grundy's dental practice where I can vaguely remember once having teeth extracted under gas. Across the road was Babb's newsagents, where my aunt, Annie Threlfall, worked and where, in the 1960s I collected my copy of *Athletics Weekly*. Later I collected *The History of the English Speaking People* which was based on Winston Churchill's book.

The block between Mosley Street and Malden Street, was occupied by a number of shops and the one on the corner of Malden Street was Rawcliffe's fish and chip shop which, as a child, I would frequent once a week. Later it was converted and was for many years Booth's, a grocer's and now it is a furniture store.

On the other corner was Williams and Deacon's Bank, now the Royal Bank of Scotland, where I opened my first account in 1959 and where I have banked ever since. In my early days of teaching I would deposit my monthly pay cheque and withdraw some cash. My first cheque, I remember, was for just over £34 in 1961.

King Street was an unmetalled, pot-holed track for most of my childhood and several years afterwards. I first used it when visiting relatives in Sumner Street. It was in this area that I first learned to ride a bicycle, a second-hand one obtained by my uncle, Tom Jolly. The area, which is now the car park in front of the British Commercial Vehicle Museum, contained a large tank of water and the wall on King Street was painted with large yellow letters: EWS (Emergency Water Supply).

At the entrance to the car park stands the old police lodge which covered entrance to the works on Thurston Road and entrance to the Sports Ground. From 1962 to 1968 I regularly called at the Police Lodge to collect the key to the changing room at the LMSAC pavilion. This was the base for training runs and walks on the playing fields, local roads and Worden Park.

At 178 Towngate, the home of Gerry Dunne, I had an informal interview for my first teaching post at St. Mary's Junior School in School Lane.



Towngate

This area holds one unhappy memory. It was when I asked a young lady for a date and was rejected. It was embarrassing as I was to meet her regularly as I walked to school and she to her workplace in Hough Lane.

Acknowledgement

Thanks to the Commercial Vehicle Museum allowing us to use the photograph of the fire at the Regent Cinema in 1949.

Seventeenth century domestic trouble and strife

Derek Wilkins

On Monday, 24 April, 1670, Henry Whaley, a yeoman of Leyland, and Elizabeth Walkden of Heapey were married in Leyland parish church by the Reverend William Rothwell. Six years later the marriage was evidently on the rocks, so much so that Elizabeth had to petition the Justices of the Peace sitting in quarter sessions at Ormskirk for: ‘...some speedie redress...’ as she was likely to ‘...starve or perrish’.

According to her petition, married life had got off to a good start ‘she... did goe & live & keepe howse with her husband (for a certaine tyme, lovingly, peaceably & comfortably)’.⁽¹⁾

However her husband and his family then turned against her, forcing her out of the house: ‘Jennett Whaley, mother to [her] husband, Margaret Shorrocke, [his] halfe sister, Edward Whaley, [his] youngrer brother & one Richard Cliffe of Leyland, shoemaker, to whom Edward was apprentice, did combined against [her] and diswade & disseminate her husband from her... and caused him to lay violent hands upon her’. The three relatives ‘hath severall tymes beaten, stricken & severelly bruised [her] whereby that often of her life she has been in dispaire’.

Faced with such abuse, poor Elizabeth, being: ‘frendles, harborles and miserably destetute...’, had no option but to return to her father’s house in Heapey, where he ‘of meare pittty did protecte her’.

Once she was out of the way: ‘the confederatts... did forthwith prosecutte their hidenn... dessinne (which was) that... Henery Whaley... should make over all & every his estate both real & personall unto his said brother, Edward Whaley’, i.e. to write Elizabeth out of his will in favour of his brother. Notwithstanding such treatment, she had still ‘endeavourred by all wayes & meanes possible... to rettourne unto and bee with her husband’.

Elizabeth was shortly faced with even more hardship: ‘But now soe it is that your petticoners father beinge dead, she is not suffered to stay in that township [Heapey] nor elsewhere forth of, Leyland being her last & lone settlement where shee ought to bee. But was brought by an order into Leyland to the overseers for the poore, who received the said order & her, and thereupon brought & delivered her to the said Henery Whaley in his house & place of aboade’.

This did not go down at all well with Henry and his relatives: ‘after the overseers weare gone, not withstandinge the said order, did contemptuously & against all law, fall upon, strike, beate, bruise & afterward... by force thruste [her] forth of the howse... into the streete within the night, in soe much that shee was inforced to lye in the streete, none dareinge to entertyne or lodge her’.

The verdict of the court is endorsed in the bottom left of the document (See below) but is virtually indecipherable. The first line includes the phrase: ‘...goods [?] of Henry Whalley’, suggesting that he had been ordered to support his wife – when the court did not find in favour of the petitioner the endorsement was usually short and to the point, e.g. ‘Nothing’.

What are we to make of this seemingly dreadful treatment of Elizabeth by Henry and his relatives? The bare facts are almost certainly true. She was forced to leave her husband and had to go to live with her father. Left without any means of support when he died, she was forced,

literally, to return to her husband, who immediately threw her out onto the street. According to Elizabeth, the 'hidden dessinne' behind this treatment was to write her out of Henry's will.

We should remember, however, that the petition was not actually written by Elizabeth, but by someone acting on her behalf and whose motive was to get the sympathy of the Justices, and, hence, relief for Elizabeth by painting as black a picture as possible of her treatment at the hands of Henry and his family. Furthermore, we are only given one side of the story, there being no record of any counterclaim, if such there was, by Henry.

In order to fully appreciate the petition it is worth noting something of the background:

Quarter sessions were established by a statute of 1388, which decreed that: 'Justices shall keep their sessions in every quarter of the year' and, accordingly, they have since been held at Epiphany, Easter, Midsummer and Michaelmas. Originally their role was one of enforcing justice for relatively minor crimes, the more serious ones being referred to the Assizes. From Tudor times their responsibility was greatly extended to include administration of many of the laws then being passed, most notably the Elizabethan Poor Laws of 1597 to 1601. In this latter role they exercised a supervisory function over the local town and parish officials, such as the overseers of the poor, and it is against the background of the operation of these poor laws that Elizabeth's petition needs to be viewed.

The laws established a system of relief for the 'deserving poor', to be paid for by a rate levied, initially on the parish but later on the township, and administered by elected overseers. The fact that relief was paid for by the ratepayers inevitably led to pressure on the overseers to keep relief to a minimum; in particular, a culture of 'charity begins (and ends) at home' developed and found its expression in the two related aspects of 'removal' and 'settlement'.

When Elizabeth's father died she was effectively left stranded in Heapey without any financial support and had no alternative but to place herself at the mercy of the Heapey overseers. Unfortunately, as the petition makes clear: 'she is not suffered to stay in that township... Leyland beinge her last & lone settlement...' In other words, the Heapey ratepayers would not accept responsibility for her and obtained an order for her 'removal' to Leyland, her lawful place of settlement. Similarly, the Leyland overseers were not willing to grant her any relief and understandably passed the responsibility to her husband. When he in turn refused, she was forced to petition the justices. By ordering her husband to support her they effectively upheld the actions of both the Heapey and the Leyland overseers. Thus the petition was as much about protecting the two lots of ratepayers as it was about helping Elizabeth.

There are many instances in the records of similar removal and settlement cases. In 1666 the Euxton overseers petitioned for the settlement in Leyland of Thomas Hall⁽²⁾ and in 1674 the Leyland overseers petitioned for a removal order for Thomas William and his family to Blackburn.⁽³⁾

Following the events leading up to her petition, Elizabeth seems to have been reunited with Henry, if only temporarily. In the 1676 petition there is no mention of a child but two years later she had one, a maintenance order for her and her child being issued at the Wigan sessions in January 1678.⁽⁴⁾ She was awarded £3 per annum and, in similar manner to the Child Support Agency of three centuries later, it was to be paid to Elizabeth, not by Henry himself but by 'the Farmers & occupiers of [his] messuage & tenement out of the rent they pay for it...' ('Farmer' in this context was someone appointed to collect rents on Henry's behalf). The order went on to say: 'if the Farmers & occupiers refuse to pay the same according to this order then upon

In the right where the Ma^{ty} Justice of peace & more at the general
Sessions of peace holden at Westminster for the County of Lancashire
and the City of Lancaster;

The humble petition of Elizabeth widow of Thomas
of Lancaster late deceased & her heirs

Sheweth

That your petitioners about six years since was lawfully married to the said Thomas widow
according to the right of the Church of England; by William Bottrill now Dean of Lancaster at that time
And immediately thereafter your petitioners got a child borne her to the said Thomas in his own house in
Lancaster aforesaid; for as much as your petitioners was lawfully married; and the said Thomas
with the said Thomas his wife Margrett Bottrill his wife should be your petitioners in her own house
your petitioners and was the said Thomas of Lancashire; to whom the said Thomas was a brother
Did combine together against your petitioners; and by violence and force of arms did
cause him to lay violent hands upon her; and moreover they did send for your petitioners
Margrett Bottrill; Rati Bottrill; and other persons; and they did by force and violence
of her life she had been in distress; and in the end they did cause her to be
conveyed away your petitioners body of her said husband's house; without any allowance or satisfaction
And the said Thomas did send your petitioners and her children to some place of confinement
in London; (the being then living) and she and her children did suffer great
pains and sorrows after the said Thomas was dead; and your petitioners at the said
your petitioners husband's death did die; (which was) to wit the said Thomas widow your
husband's death made all on all; and your petitioners did not receive any
of the said Thomas's lands or tenements; nor any other thing that he had or should have
had; and your petitioners from the said Thomas's death did not receive any
with her and was never by any means; (for the said Thomas's will was made
her husband; and your petitioners had a good living; and the said Thomas
that she would not have sold her for all her wealth; nor be to the effect; but through
her own consent and will; and your petitioners did not receive any thing
that she should have received; and your petitioners did not receive any thing
brought of an odd inheritance to the said Thomas; who received the said odd inheritance;
and the said Thomas did send her to the said Thomas's house; and she did
John Bottrill Margrett Bottrill at the said Thomas's house; and she did
did not receive any thing; and your petitioners did not receive any thing
of the said Thomas; and your petitioners did not receive any thing
the said Thomas's lands or tenements; and your petitioners did not receive any thing
danger either through their hands or wants; to serve or provide;

And therefore the said Thomas your petitioners doth most humbly beseech your
to take her said child and her said child's inheritance; and to give
to order and appointment your petitioners shall be given right.

And your petitioners doth in duty
bind herself to obey your

of the good Christ of your
Mary Whalley
Margaret
Elizabeth

complaint made to any justice of the peace... a warrant shall be awarded against them to take them bound to answer their contempt at the next sessions...’.

Henry’s mother, Jennett, had died shortly after the first petition, being buried in Leyland churchyard in March 1677. Maybe her disappearance from the scene prompted the couple to try again, evidently without success.

Nothing else is known about the fate of the couple but when Elizabeth was buried in June 1684 she was still: ‘The wife of Henry Whaley of Leyland’.

References (All Lancashire Archives)

- (1) QSP 448/17
- (2) QSP 291/23
- (3) QSP 412/10
- (4) QSP 534/10

Acknowledgement

Thanks to Lancashire Archives Services Manager for permission to reproduce QSP 448/17.



The Lailand pre-Reformation chalice

Edward Almond

One of the last remaining mysteries in Leyland's history is the origin and journey of the pre-Reformation chalice, now in the possession of St. Mary's Roman Catholic Church where it has been since the year 1846.

There have been three previous articles in the *Chronicle* relating to the chalice, the first two, October 1971, (*Chronicle* No. 3) and January 1972, (*Chronicle* No. 4) came from the pen of the late Bertram Morris who wrote of his research: 'Since my visit to St. Mary's Leyland, I have learned that a similar pre-Reformation paten exists in a small chapel not very far from Leyland and from where I shall now continue my search in the hope that we may know the complete story of the Leyland pre-Reformation chalice and paten'. He did not contribute any further articles regarding this matter and I do not know if he uncovered anything significant. Sadly, Bert died in 1982.



The Leyland Chalice

A further article on the chalice was written by the late R. O. Williams in April, 1978, (*Chronicle* No. 22) which did not shed further light on the chalice's origin and missing years, but he made the following comment: 'Clearly it belonged originally to the Parish Church at Leyland, during the Reformation it was probably removed by some catholic family and hidden'.

This may well be true; but can it be proved?

In the booklet 'Leyland Parish Church 1220-1970' the Reverend W. J. Sawle seems dismissive of the chalice belonging to the Parish Church: 'The history of this chalice is obscure. It may well never have belonged to Leyland Old Hall in the seventeenth century and may never have been used in the Parish Church. The date of the hall-mark is 1518-19 and the lettering is of the seventeenth century.' Reverend Sawle offers no evidence for the first part of this statement.

What then are the facts relating to the chalice?

It is described as being of silver parcel gilt with a wide and shallow bowl and is six inches high. Its decorations are characteristic features of most of the late pre-Reformation chalices. On the bowl is inscribed: 'Restore mee to Lailand in Lankeshire'. The hall-mark is of London 1518-1519. The inscription is of the style of the late Seventeenth century, i.e. 1675-1700.

The chalice was in the possession of St. Gregory's, Weldbank, Chorley, prior to 1846 when it was presented to the new Catholic mission in Leyland.

These were the only known facts that Bert Morris and R. O. Williams had access to. Since then, a document found in the Lancashire Record Office states that a chalice presently in Rochdale and 'bearing the inscription "Restoree me to Leland" belongs to Culceth, and should be restored there on demand'. The date of the document is given as March 24, 1737-1738 and it is attributed to John Brown, alias George Kendall.

Our President, Bill Waring, has done extensive research into the chalice's history and I have been fortunate to have had access to his findings (up to 2006). He has used his wide knowledge of local catholic families and the movements of missionary priests working in the North-West of England, as well as researching numerous documents. It is an excellent piece of research and is probably the best-fit solution using current facts until further documentation is unearthed which proves otherwise.

I do not intend to comment on his findings and conclusions as I hope this article will prompt Bill to publish his findings, either in the *Lailand Chronicle* or as an occasional paper.

My own enquiries have in no way been as extensive or as thorough but I have given considerable thought to the issues raised by the known facts.

First, I want to question some assumptions.

My first concern is regarding the interpretation of the wording inscribed on the bowl of the chalice: 'Restore mee to Lailand in Lankeshire'. There can be no doubt this refers to Leyland; but does it mean the township of Leyland, the parish of Leyland, or the Hundred of Leyland?

Within these three areas there would be a number of places which could possess a chalice: churches, private chapels and country houses or estates. Most researches have centred on the township of Leyland as being the most likely home. There is no evidence at present.

'Lankeshire' is also important as it implies the chalice has been out of the district. Pre-Reformation chalices are not uncommon and one with an inscription is not unique; there is a chalice in Hornby bearing the inscription: 'Restoree mee to Caton'. This chalice was apparently hidden locally and kept safe until the religious situation in England was more tolerant to Roman Catholicism.

The hall-mark for London of 1515-1519 is significant as it gives the earliest date it could have been in any of the three Leylands. Was there some event that occasioned the commissioning of the chalice? Who would order a chalice: a church, to replace a damaged or stolen one; a new foundation in a village or country house; the establishment of a chantry; a gift for a new priest or new appointment? At present, there is nothing to pin-point that date to an event in the Leyland area.

There is also a maker's mark on the chalice which has not been identified with a name; however, a similar mark, according to R. O. Williams, appears on the 'Jurby (Isle of Man) chalice and the Great Watham paten, both of the date 1521-1522'.

Sometime after 1519, the chalice moves away from Leyland, no doubt as part of the upheaval of the Reformation period when the Mass was banned and religious plate and other artefacts were destroyed or confiscated. Some chalices were ordered to be converted into communion cups. The Lailand chalice escaped that fate.

How long did the chalice continue to be used? Change is difficult to accept. Many changes are confusing and damaging to one's faith and commitment. Information might be slow in reaching country areas. Local influence by the gentry might persuade the clergy to continue with older practices.

We know that the chalice was in Rochdale in 1738 from the previously mentioned document. Rochdale was within the old Lancashire boundaries so the chalice must have moved there from outside the county before that date. There is a gap of two hundred and twenty years from its commission in London to a vague location somewhere in Rochdale.

The only clue we have is the approximate date of the inscription from the style of the late seventeenth century. Some event must have occasioned the inscription. Not only that, but the 'keeper' must have had some information, either written or oral tradition, that linked the chalice to Leyland in Lancashire.

Was there any significant event in the late seventeenth century that may have caused the inscription to be made? Did one of the keepers die and the new keeper want to ensure the chalice was returned to its rightful place? In the 1680s, England lost King Charles II; his successor, James II, was forced to abdicate and be succeeded by his daughter, Mary, and her husband, William of Orange, who were both protestant. Was this the final straw for the keeper who now saw there was no hope of the restoration of the old religion?

For 'John Brown, alias George Kendall' to make a claim that 'the chalice belongs to Culceth and is to be restored to Culceth upon demand', there must have been some documentation or oral communication to this effect. Where is it? Whatever it was it is in conflict with the inscription on the bowl. As far as I know, Culceth has made no claim on the chalice. Could there be two chalices?

An interesting point regarding the transfer from Weldbank to Leyland is one of the conditions: 'That the above mentioned chalice and paten shall belong inalienably to the Chapel of Leyland, but if ever there ceased to be a chapel (Catholic) in the village of Leyland they shall be returned to the Church of St. Gregory, Weldbank.' Should this happen it makes nonsense of the inscription: 'Restore me to Lailand in Lankeshire' unless we use the broader meaning of the Hundred of Leyland.

From Rochdale, the chalice came to reside in Chorley; unfortunately, no documentation has been found to say when this occurred but it could only have been in the possession of Weldbank from when it was founded in 1774.

At times of religious intolerance, where would one hide items relating to ritual worship? There is a description of such a place in *Salford Diocese and its Catholic past: a survey*, by Charles A. Bolton:

There is at St. Wilfrids, Longridge, the brass crosshead of a pre-Reformation cross. The cross was found about 1830 by a boy named Seth Eccles. About a hundred yards from the old parish church, an old house was being pulled down, and the boy was playing among the demolitions. On a ledge in the chimney flue he found the cross together with other religious objects one of which he believed in later years to have been a chalice, but, unfortunately, everything except the cross was dispersed and lost sight of...

Was the Leyland chalice ever in a similar hiding place?

There are so many unanswered questions but, as Bill Waring remarked, there may be some documentation waiting to be unearthed from the Lancashire Record Office or other places where religious documents have been deposited.

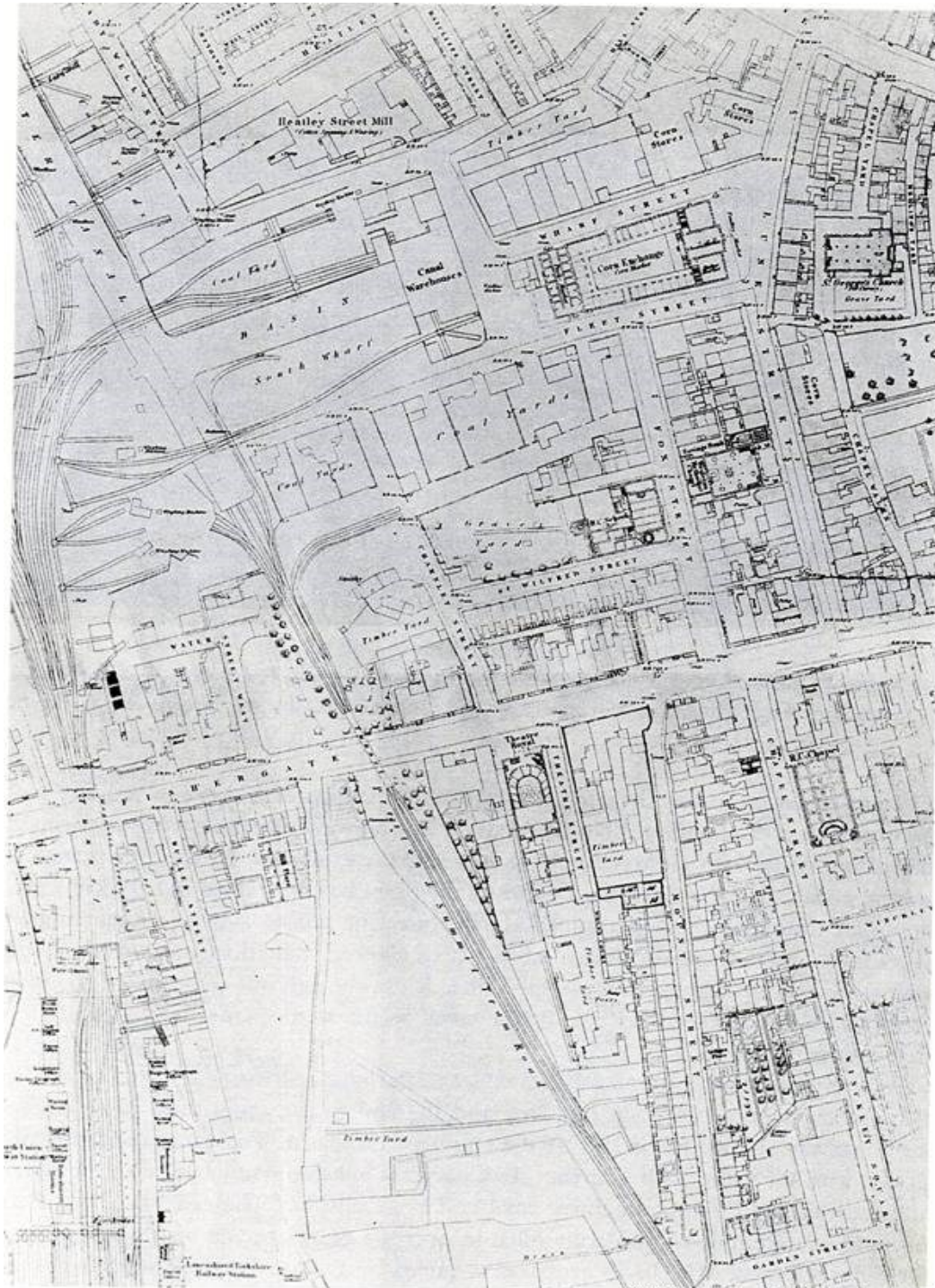
As a child growing up in Leyland and hearing about the chalice, I had a romantic idea of the chalice belonging to St Andrew's Church up to the Reformation when it was taken away to be used by one of the local Catholic missionary priests who subsequently died for his faith. I no longer hold such views but the truth could be much more fascinating or, more than likely, the chalice was just hidden away and only emerged when it was passed on to a new keeper. At present, it is only used on rare occasions and is virtually hidden away. The last occasion was on 30 June, 2011, at the funeral service of Father Ambrose Griffiths, former Abbot of Ampleforth (1976-1984), parish priest at Leyland (1984-1992) and Bishop of Hexham and Newcastle (1992-2004) who spent his latter years as assistant at St. Mary's, Leyland.

The chalice is a relic of a bygone age that serves as a reminder of a time when change was needed but not the chaos, bloodshed and intolerance that resulted from change.

The Lancaster Canal – Preston to Walton Summit Tramway

Peter Houghton

The Preston Canal Basin was adjacent to the Public Hall at a right angle to the main line of the Lancaster Canal. The tramway commenced at the end of the Canal then headed under Fishergate through the tunnel that is still used today by cars heading into the Fishergate Centre car park.





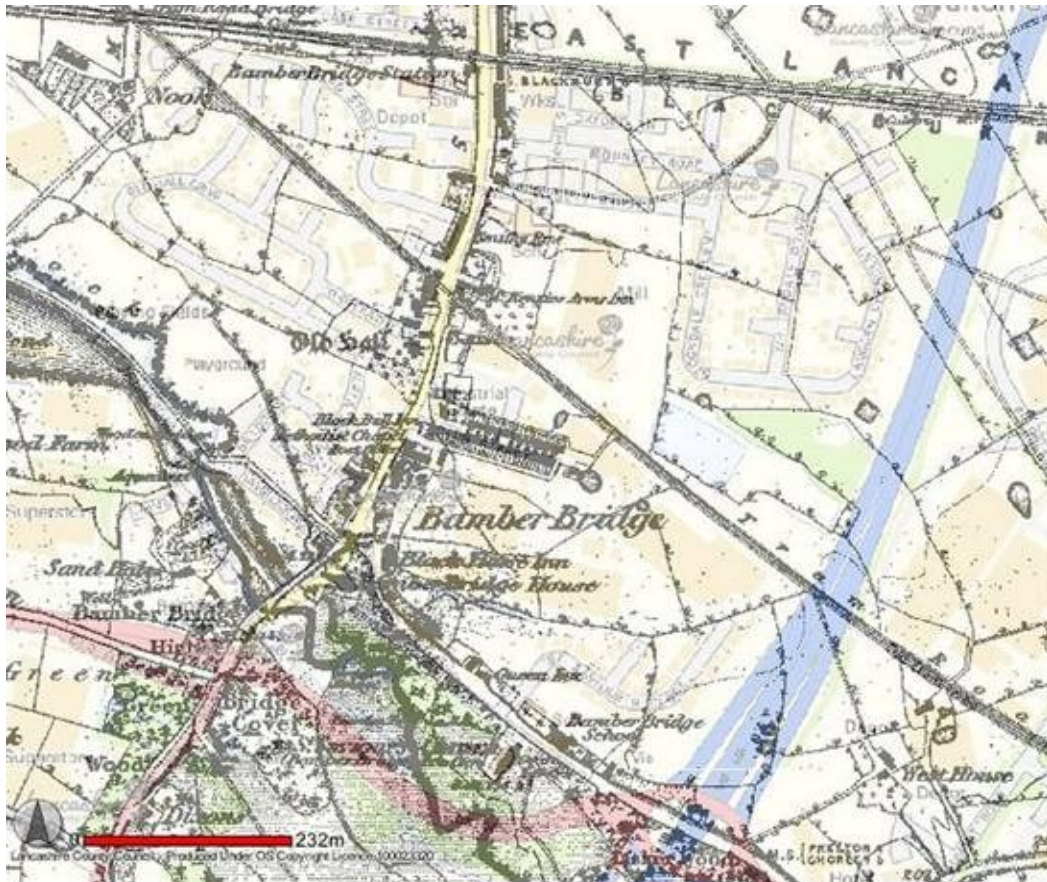
An aerial view of the route of the Tramway from the side of the railway station over Garden Street and its route towards the park



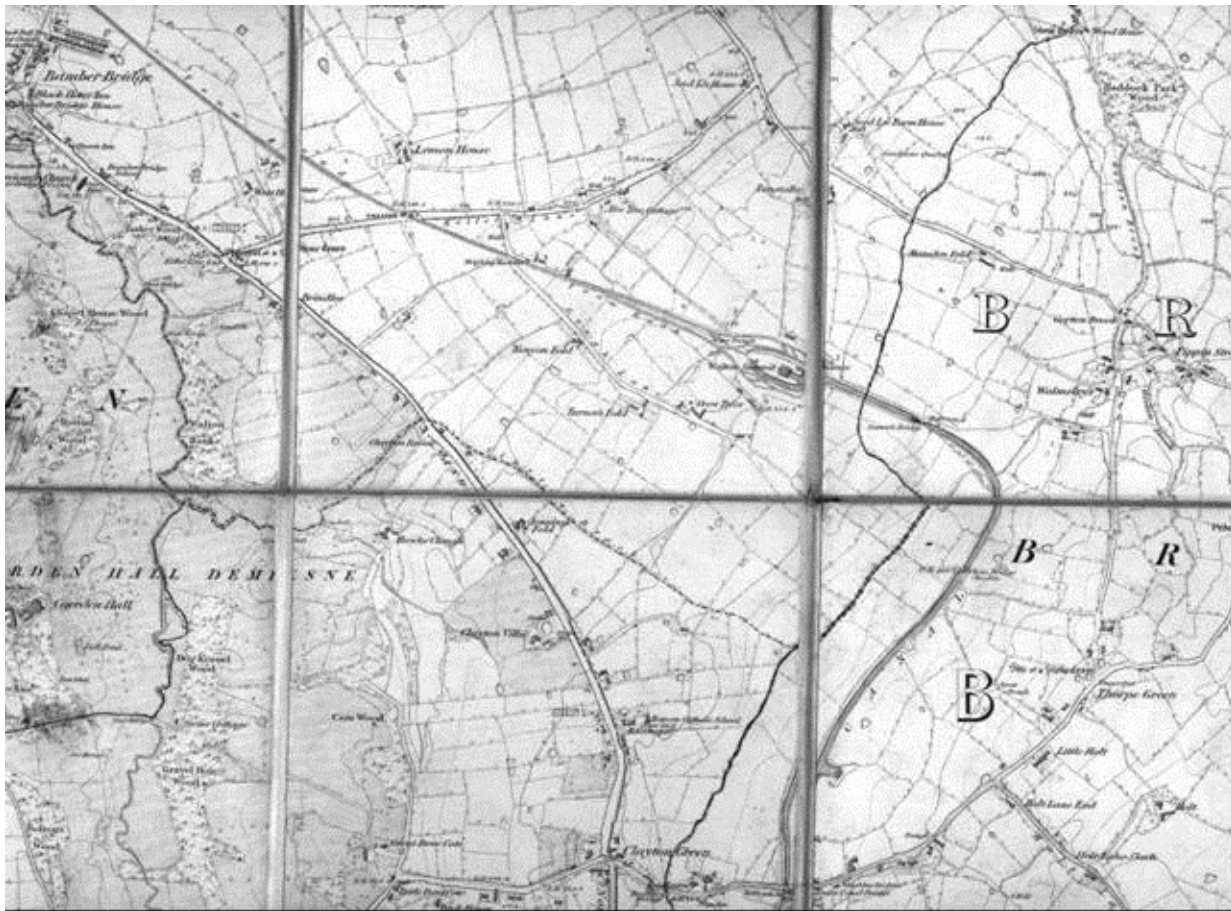
The route continues along the upper path of Avenham Park before the incline down to the Tram Bridge



A view of the Tram Bridge prior to the closure of the Tramway



The route of the Tramway through Bamber Bridge



Above - The Walton Summit Canal Basins from the 1844 Ordnance Survey Map

Below - The same area today from Google Earth



May Bank Holiday 2011

Society members tour the exhibits at RAF COSFORD...





*Sheelagh Kelly
remembers the TSR2
project in Lancashire.
Cancelled in April
1965*



...and then have a walking tour in SHREWSBURY



In the Square



Darwin Statue at Shrewsbury Library



St. Alkmunds Church in Shrewsbury



Castle Gate



St. Mary's Church in Shrewsbury



River Severn at Shrewsbury

**Leyland Historical Society
Programme 2011 - 2012**

Meetings to be held in
**The Shield Room, Banqueting Suite, Civic Centre,
West Paddock, Leyland**

at 7.30 pm

2011

Monday, 5 September
**The Industrial Heritage of Leyland &
Farington**
Peter Houghton

Monday, 3 October*
Hell and High Water
The Story of the Bridgewater Canal
Mikron Theatre Company

Monday, 7 November
The History of Dick, Kerr & Co.
Colin Dickinson

Monday, 5 December
Mary Queen of Scots
Lizzie Jones

2012

Monday, 9 January (2nd Monday)
The Ancient Olympic Games
Edward Almond

Monday, 8 February*
The Lancashire Cotton Famine
Sid Calderbank and Company

2012 (cont'd)

Monday, 5 March
The Chorley Pals
Steve Williams

Monday, 2 April*
The Williamson Tunnels
Steven Moran

Monday, 7 May
***Seventh Annual Historical
Society Trip***
to
Stratford-upon-Avon

Monday, 11 June (2nd Monday)
Ealing Times
Dr CP Lee

Monday, 2 July
Annual General Meeting
followed by talk:
War and Popular Culture
Peter Watson

* Free to members – visitors £6.00