

No. 34 JUNE '88

Old Cleveland

The Journal of
THE CLEVELAND HISTORICAL SOCIETY



LEYLAND HISTORICAL SOCIETY

(Founded 1968)

ACTING PRESIDENT

Mr. W Rigby

CHAIRMAN

Mrs E. Shorrocks

VICE CHAIRMAN

Mr G. L. Bolton

HONORARY SECRETARY

Mrs M. M. Wilson
Tel: Ley. (0772) 423374

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 p.m.

Meeting date may be amended by statutory holidays
AT PROSPECT HOUSE SANDY LANE LEYLAND

SUBSCRIPTIONS

Vice-Presidents	£6.00 per annum
Members	£5.00 per annum
School Members	£0.50 per annum
Casual Visitors	£0.80 per meeting

A MEMBER OF THE LANCASHIRE LOCAL HISTORY FEDERATION

AND

THE HISTORIC SOCIETY OF LANCASHIRE & CHESHIRE

CONTENTS

<u>PAGE NO</u>	<u>TITLE</u>	<u>CONTRIBUTOR</u>
1	Editorial	W E Waring
2	Tribute to Mr N B Iddon	
3	Tribute to Mrs D Harrison	E Shorrocks
4	Cruck Buildings in and Around Leyland	P F Barrow
7	An Exploration of Leyland Cross	D A Hunt
9	Shaw Hall becomes Worden	E Shorrocks
17	Culbeck and Runshaw	G Thomas
19	Leyland and the Knights of St. John	G L Bolton
23	The Reverend Joseph Bliss (1816-1882)	W E Waring
26	1838 : The Year of the Railway	D A Hunt
33	Clayton Bottoms and Lower Kem Mill	G Thomas
36	"Give us back our Eleven Days"	W E Waring
38	Society Affairs	Editor

EDITORIAL

First it is my sad duty to record the passing of our President, Newton Iddon, and also founder member Dorothy Harrison, tributes appear later in the Chronicle. Mr William Rigby has kindly agreed to act as President.

The last few months have seen much activity regarding the redevelopment of central Leyland. After having had plans passed in 1986 the developers did not proceed owing to 'technical difficulties'. A new and much larger development was prepared and plans submitted received outline planning permission in 1988. The Leyland Historical Society has kept in close touch throughout and is determined that the Conservation Area around Leyland Cross shall be preserved whilst hoping that the present scheme, with some definite reservations, will go ahead and bring central Leyland out of the limbo that it has been in for so many years.

I am pleased to report that the Cross itself, damaged in June 1986, has now been restored by South Ribble Borough Council on it's original site, a fact that will please all Leylanders, despite its vulnerability to the heavy traffic that this junction now carries. A report on work done prior to the restoration appears in later pages and shows how new facts on Leyland Cross have come to light.

In presenting this issue (No.34) to the Society, I must pay tribute to the retiring Editor, Mr G. L. Bolton, whose last four issues of the Chronicle have set a standard hard to live up to. The 'I Remember' and 'Notes and Queries' sections of past issues have brought no contributions this time, so I have included three small items of interest which, whilst filling the odd corner, may inspire members to present similar snippets from the past for the next issue.

Thanks are due to the contributors, Mrs M Courtney for the typing, and South Ribble Borough Council for printing this issue; also, to the staffs of the Lancashire Record Office and the Leyland, Chorley and Preston libraries for their kind assistance to the members concerned.

W. E. WARING

NOTE: 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

TRIBUTE TO MR N. B. IDDON

- PRESIDENT OF THE LEYLAND HISTORICAL SOCIETY 1982-7 -

Newton Iddon will long be remembered for his work in the Research Department at Leyland Motors during what - to the present at least - has been its golden age. His career began during the period of very rapid expansion of the company in domestic and world markets in the years following the 1st World War. Himself a member of a well-known local family with its own industrial traditions, it was as an apprentice to the designer and driver Parry Thomas that Mr Iddon first made his mark. Much respected at the company by management and workforce alike, it was fitting that he was later to be an important figure in the restoration - at the instigation of Sir Henry Spurrier - of the only surviving Leyland Straight-Eight car. In his biography "Parry Thomas : Designer Driver" Hugh Tours recalls "The rebuilding at Leylands was superintended by Newton Iddon, a member of the research division, who, as a boy, had served four years apprenticeship in the Leyland Eight Car Department".

Mr Iddon was fond of telling the story - in his pleasantly modest manner - of how Thomas hit a bump whilst driving along the Wigan Road at very near World Land Speed Record speed. As the car took to the air he shouted to him as he clung to the boot of the car, "Still there Iddon? On another more sinister occasion he fell over an object in the black-out and having kicked it in his anger, discovered it to be an unexploded German bomb - subsequently known to all thereafter as "Newton's bomb".

A member of several local societies, Mr Iddon's interests extended to all things Leyland. During the 1930's and 40's, for instance, he assisted Henry Nowell Farington in his weather recordings, the results of which are still preserved in the Lancashire Record Office. With his wife Effie, a May Queen of Leyland, he shared a deep affinity for the history of the town and the traditions of the Farington family. As an active member of the Leyland Historical Society he was one of those instrumental in the preservation and restoration of the Old Grammar School, now the museum and exhibition centre for the Borough of South Ribble. A man with a very distinct sense of time and place it was as President of the Society that he actively encouraged the development of a local history collection, and it was his suggestion that a room be set aside to reflect not only the Farington connection with the building but also with the heritage of Leyland itself. It was a source of great satisfaction that his period of presidency coincided with the redevelopment of Worden Hall and its final recovery from the fire of 1941.

All who knew him will testify to his many personal qualities. Newton was one of nature's gentlemen, a modest man of great intelligence and ability, with a warm sense of humour, and a ready pipe when it came to discussing the many problems of Leyland's intriguing history. As such he will be greatly missed.

TRIBUTE TO MRS D. HARRISON

We were much saddened by the death in December last year of Dorothy Harrison one of the founder members and most loyal supporters. Mrs Harrison was in every sense a true Leylander. She was born at No. 22 Fox Lane and lived there for much of her life, speaking vividly and lovingly of the village she remembered as a child. Like many of us, she was grieved by some of the changes that have taken place round the Cross in recent years and hated the dereliction we see there now but her views, like her principles, were always positive and her loyalty for her native place never wavered.

Speaking personally, I owe her a tremendous debt of gratitude for all the help and encouragement she gave me with my ffarrington research but it was her friendship that I valued more than anything. Like many another, I shall miss her bright cheerful presence, her thoughtfulness for everyone except herself and all those many acts of kindness that made her such a very special person.

E SHORROCK

CRUCK BUILDINGS IN AND AROUND LEYLAND

The ancient system of building with 'Crucks' is fairly well known and it is unnecessary to detail here the types, methods and variations used. Suffice it to say that it is the oldest surviving form of building over the greater part of England and Wales where timber was the traditional material used in construction.

Its origins are lost in antiquity but may well have derived from the simple nomads tent supports made larger and more permanent. There is a possibility that it was used in Roman times, but by the early 17th century it seems to have died out. This was probably due to deforestation and the lack of sufficient trees and timber generally.

However, the presence of a cruck framed building indicates a farm or settlement of considerable age and thus the locations may well show up patterns of early settlements.

The attached map shows the position of eleven known or assumed cruck framed barns or houses of which only three exist and even these have only the main timbers remaining, with vestiges of other sections of construction. There is no doubt that many others originally existed particularly in Leyland Village and the immediate surrounding area but these have long since been re-developed and no records exist. However, the line to the west of the River Lostock is interesting. These are built on a low clay ridge between the mosslands to the west and the, originally no doubt, marshy banks of the Lostock. Close scrutiny of more modern maps show a continuous track connecting all these farms although this has been interrupted in sections.

A brief description of the individual buildings is as follows:

1. Lower Farington Hall

Close examination of the surviving building before demolition c.1980 indicated the probable existence here of a substantial cruck building, probably a barn.

2. Clock House Farm

Little evidence externally of antiquity but internally has a very fine cruck with braces.

3. Armetridings (Manor House Farm)

Barn had remains of cruck blades. Demolished 1984.

4. Purgatory Cottage

Surviving photographs show what appears to be a two bay cottage with cock loft. Demolished c.1970.

8. Slater Fold

Early photographs show low cottage, possibly of three bays. Believed demolished in the 1930's.

9. Malt Kiln Fold

Fine two bay house but may have originally been three bays. Internally at least as near original as one is likely to find.

10. Folds Barn

Six bay building with originally four base crucks and three upper crucks. Site cleared in 1980 and excavated over the next two or three years. The barn appeared to have been partly re-erected in late 17th or early 18th century.

Three complete cruck frames and purlins and braces were salvaged and stored at Worden Hall with the intention of re-erecting as a show piece. Unfortunately they have been left outside exposed to the weather and total indifference.

11. Calverts Farm

Present house is modern (19th C.) but the previous house which was "very old and thatched" situated a few yards to the west, collapsed just before the new house was finished. The description, albeit passed on by word of mouth, fits a cruck building.

P. F. BARROW

REQUEST FOR INFORMATION

Member David Hunt is researching hand-loom weaving in Leyland and would appreciate any information on the step-houses on Fox Lane particularly as to how they came to be built. Does anyone know if any person has the original deeds to a house on this row and would allow them to be examined?

Contact David Hunt at South Ribble Museum.

AN EXPLORATION OF LEYLAND CROSS

In May 1987 the exploration of ground deposits as a preliminary to restoration and conservation work on the site of Leyland Cross, presented the opportunity of recording buried features on the site. In spite of the very heavy motor traffic which restricted work on the west and north sides of the Cross base, the eastern side and the relationship between the Cross and well were adequately explored (see figure).

At the present time two steps are visible at + 12 cm and + 40 cm above the road level datum. On the photograph taken pre 1887 however a third concentric step is clearly visible at a broadly similar if slightly higher level than the surrounding stone sets. This was exposed on the west and east sides at - 10 cm, but was not concentric with the visible steps, suggesting that at some period since the photograph was taken the two upper steps and Cross had been moved c.2' to the south. In the N.E. corner the original base of the top two steps was clearly identified and the rubble core of the plinth exposed.

A fourth step was exposed at - 35 cm with a thickness of 30 cm (all the steps seem to be of the order of 25-30 cm in thickness) beneath the third step and concentric with it. It was not possible to explore all the perimeter at this level but the feature was clearly picked up in the S.W. corner and along the east side where it was based in the natural sand. Although the feature appears to extend around the higher step it was not found in the S.E. corner suggesting that perhaps one of the kerb stones had been removed. The size, quality and form of the steps is consistent indicating that the Cross originally had a base of four steps, of which the Cross and top two steps had been moved c.2' to the south either during or after the construction of the 1887 fountain.

To the south of the Cross deposits were much disturbed. Evidence of this was found below the centre of the first visible step (+ 12 cm) where the two upper steps overlapped their original base and had been supported by a vertical water pipe set in cement. Here a length of iron chain set in a short baulk of timber was found. The 1887 Jubilee pump is mounted on a large sandstone flag c.2.1 M square, the top of which is + 4 cm above the road level and c .5 M south of the lowest visible step (+ 12 cm). The gully between these two features had been backfilled and was cleared to a depth of - 40 cm. The slab is mounted on four brick piers based at this level, and underneath it was possible to see the brick edges of the Leyland Well. A copper pipe extended from the pump down into the well. Sadly it was not possible to explore this feature fully, nor to ascertain its depth.

The recording of these features has therefore suggested the following conclusions:

1. The 'Cross' is a much larger structure than has been anticipated. Its base had consisted of three and almost certainly four concentric steps, comprising large kerbstones over a rubble core.

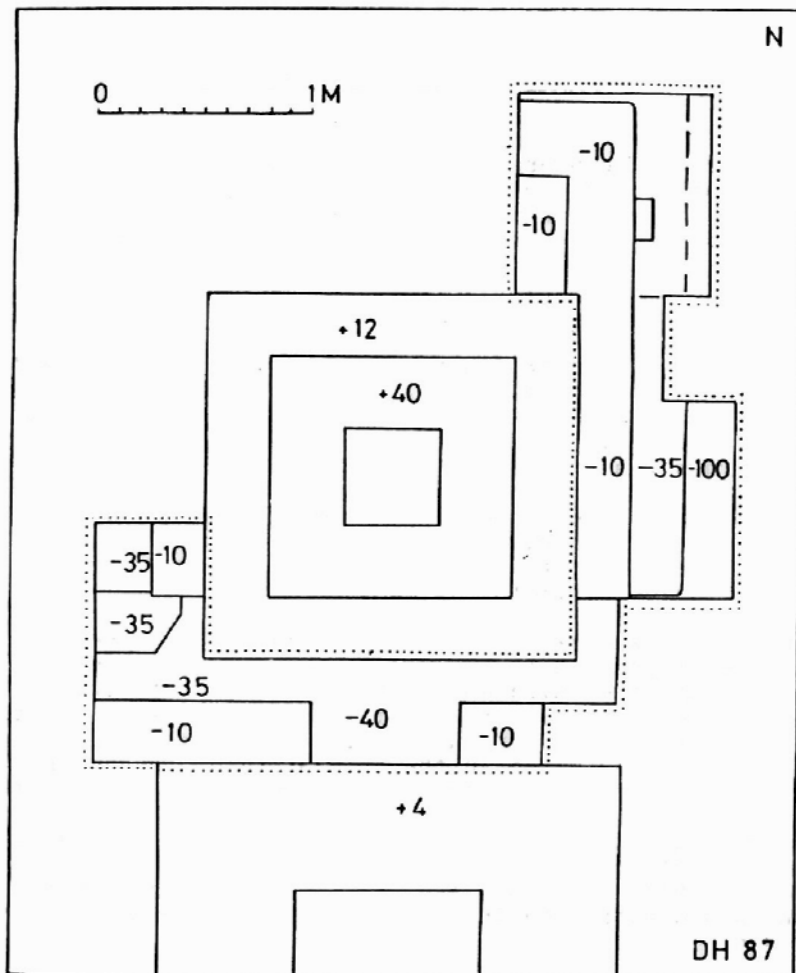


Diagram of ground levels. Road surface = O.D.
 Numbers relate to cm either above or below present
 road surface.

- (2) At some date since the photograph (previous to restoration in 1887) was taken, the two top steps and the Cross had been moved 2' to the south; this had required propping since on the south side the kerbs extended over their foundation.
- (3) The ornamental fountain is raised above a much earlier well, the dimensions of which are still uncertain.
- (4) With the possible exception of the chain, no evidence of the whipping post or town stocks, which are known to have stood on or adjacent to the site were recovered.

D. A. HUNT

SHAW HALL BECOMES WORDEN

James Nowell Farington inherited the family estates in 1837 on the death of his father. He was just twenty four at the time and he and his two sisters, Susan Maria and Mary Hannah, continued to live here in Leyland at Shaw Hall(1) which had been the principal residence of the Faringtons since the early 18 century. The three young people had hardly adjusted to the shock of their father's death however when they discovered almost accidentally, a waincoat having been removed, that the fabric of the older part of Shaw Hall was in a dangerous state. There was no remedy apparently but to take it down and rebuild.

Perhaps the deterioration in the older portion of Shaw Hall was not altogether surprising when one realises that, although the building had been the family's headquarters since around 1714, it had actually been in their possession a good deal longer than that. Recent research by Mr Bolton has shown that a building called Shaw Hall and belonging to the Faringtons occupied the site as early as 1601 and the house we are considering here, probably dated from between 1672 and 1680. No lesser person than Dr Kuerden refers to Shaw Hall as, "a fayr new built house" in 1690. This being the case, parts of Shaw Hall would already be over one hundred and fifty years old when James Nowell inherited.

The original hall had of course been improved and enlarged over the years. George Farington, who succeeded in 1717, had been brought up at Shaw Hall and was responsible for the building of the Derby Wing. This commemorated the Farington's long association with the House of Derby and was not affected by the decay that had so insidiously invaded the rest. Likewise unaffected, was the beautiful Gallery or Grecian room, built by Sir William Farington around 1775 to house the treasures he brought home from his Grand Tour. This and the three rooms beneath were pronounced sound.

James Nowell looked round for an architect capable of rebuilding Shaw Hall, in such a way as to blend old with new. His choice fell on Anthony Salvin. We today tend to associate Salvin with opulent country houses in the Tudor style, like Harlaxton Manor and mediaeval castles like Alwick and Peckforton. He is remembered too for the restoration work he carried out on the Tower of London and Windsor Castle. Hardly the architect one would have thought, to restore an 18c country mansion! Salvin, however, was also responsible for designing a whole series of Italian villa style houses such as Burwarton, North Runcton and Skutterskelfe and Shaw Hall assumes a place amongst these, according to Dr Jill Allibone whose book on Salvin has recently been published. At any rate the Faringtons were not disappointed with the result for as Susan Maria remarked, "he showed a good deal of skill in bringing all the buildings into harmony."

That is her final comment on the rebuilding of Shaw Hall, except to say that her brother was advised by friends "to reassume the ancient name as sounding better than Shaw Hall and so Shaw Hall became Worden." Normally, information supplied by Susan Maria in her "History of the Faringtons", can be supplemented by

consulting various documents, cash books etc. in the Farington muniments. 19c documentation however is very sparse, so all further information on the rebuilding of the hall has had to be gleaned from other sources. Consequently, not all lines of investigation have as yet, been brought to satisfactory conclusions.

We have, for instance, no date for the demolition of the old building but it must be very soon after James Nowell succeeded because Susan Maria tells us that it had to be taken down "almost immediately". A search through various Preston newspapers of 1837 onwards, revealed no demolition date but otherwise provided a rich source of material. A prize find was a description in the Preston Pilot of the laying of the foundation stone for the new hall. In the cavity of the stone, a glass bottle was placed containing two Preston newspapers and the respective coins of the reign. (2) An inscription engraved on plate glass, "a somewhat novel material", was placed over the cavity which read:
"The first stone at Shaw Hall. This stone laid for James Nowell Farington by his respected friend Rev. T. Moss, Vicar of Walton on the Hill July 22nd 1840. A. Salvin Esq Architect. Mr P. Currie Clerk of the Works. God Save the Queen".

Appropriate speeches were then made; the workmen, about fifty in number, were regaled with bread, cheese and ale, toasts were drunk and the village bells "rang merry peals at intervals during the day".

Six months later there were further celebrations when James Nowell gave a "substantial and sumptuous treat after the fashion of the olden time on the occasion of the rearing of his new mansion (3). This was on December 30th. The repast took place in the Dining Room, according to the Preston Guardian, and was attended by friends, neighbours and also by the architect, contractors and others connected with the new building. "Good speeches, excellent singing and first rate fare were abundantly supplied". There was a band of music in attendance and "all was wound up by a merry dance which lasted until about half past ten o'clock". I believe that it was probably on this occasion that the name Shaw was officially changed to Worden, as all future references to the hall in the Preston papers speak of it as Worden, sometimes adding, "formerly Shaw Hall".

The reader may well be wondering where the Farington's lived during the rebuilding of their home. The 1841 Census (completed in one day, July 1st) makes no mention of the Hall, as it was empty, but lists the inhabitants of Main St. Lodge (the Dower House) as:

Susan Farington aged 30 of independent means born Lancashire
Grace Dixon aged 80 of independent means born Lancashire
plus 2 male servants and 2 female. (4)

Presumably James Nowell and Mary Hannah were either away at the time or living elsewhere.

Work continued on the hall throughout 1841. It was reported in the Preston Chronicle of October 30th that, in his after-dinner speech as President of the Leyland Agricultural and Horticultural Association, James Nowell spoke of his intention, "to live on his estate and expand his income where it was derived". He

felt that proof of this remark was shown in the new building at Worden Hall and he apologised to his tenantry for not being able to provide them immediately with the very best breeding stock for their farms, explaining that the cause had been the great expense to which he had been put in the building of his house.

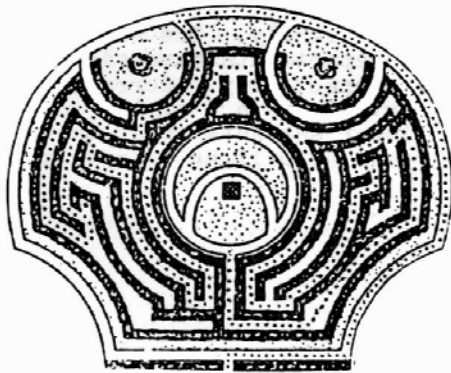
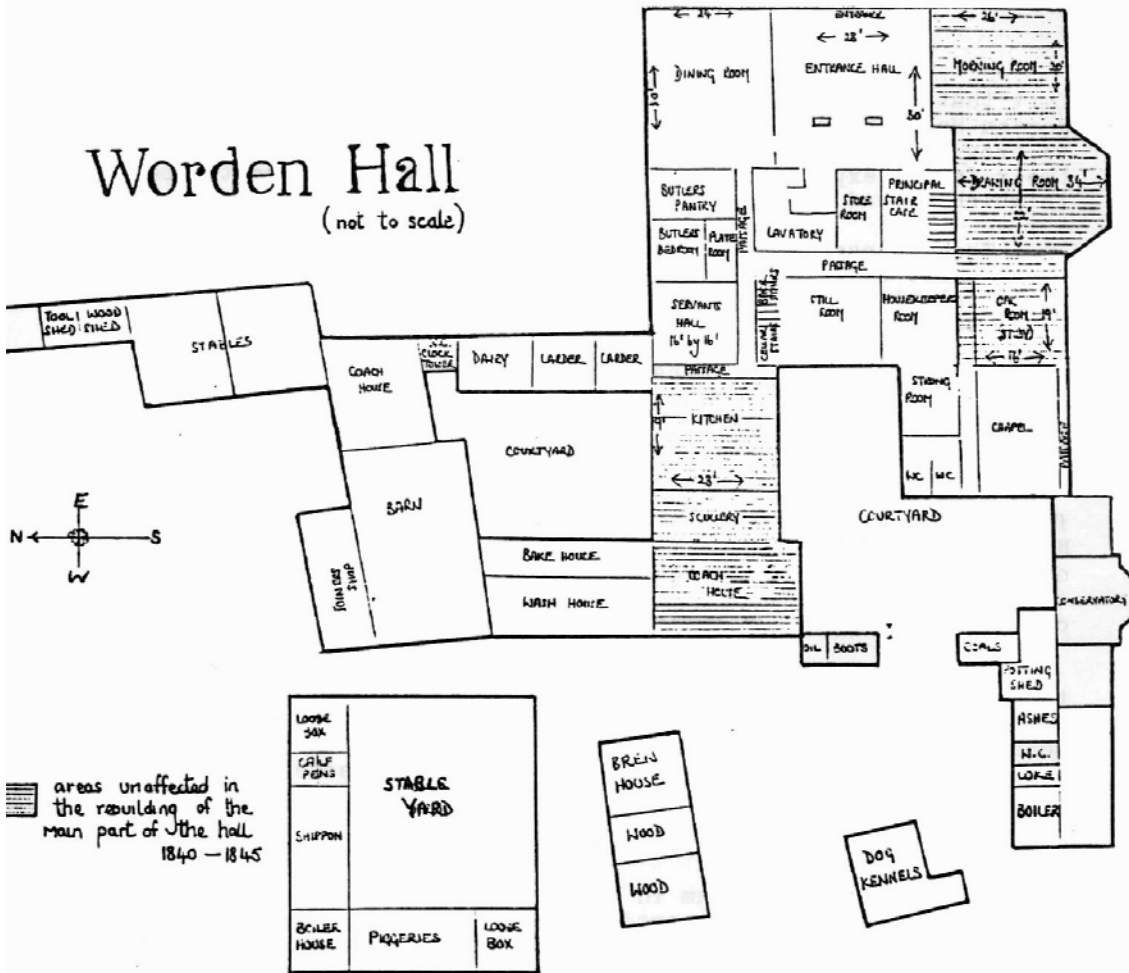
The expense of rebuilding Shaw Hall had indeed been great. In the list of works prepared by William Harroway, Salvin's principal clerk, it says that Salvin worked on Worden Hall between 1840 and 1845 and the cost of the new building was £12,000. At this time the architect's commission was normally 5% of the total cost, plus travelling expenses, and although it is difficult to generalise, a little over half the money would probably go on wages, the rest on materials. Then, as now, the final bill was usually rather more than the original estimate!

Considering the financial burden incurred, it was perhaps fortunate that towards the end of this five year period, James Nowell met and fell in love with Sarah Esther Touchet, who not only had all the qualities he looked for in a future wife but was the eldest daughter and co-heiress of the late John Touchet Esq. of Broome House in the Parish of Eccles.

The young couple married in October 1847 amid much celebration and James Nowell brought his new bride to Worden some two weeks later. The hall was complete by this time but the main rooms were still to be decorated. Perhaps James Nowell had deliberately waited so that his wife could choose the colour schemes she wanted. Anyway bills dating from December of that year show that twelve workmen were employed in decorating the hall throughout the month, working a total of some two hundred days. The cost was £274. (5)

We have at the Museum in Leyland, a plan of the ground floor of Worden Hall which is reproduced here, it dates from later in the 19c than the period under consideration but remains relevant as the hall changed little after James Nowell's time. What strikes one immediately, is Worden's similarity to other country houses of the same era. Like them, it can be divided into two distinct halves; that used by the family and that used by the servants whose task it was to look after the family. The servant's half can be further subdivided into three departments managed by the butler, the housekeeper and the cook respectively. Corresponding to the division between master and servant was a rigid division between upper servants and the lower servants under their authority. In Victorian households everyone as well as everything, had its place in the scheme of things.

Worden Hall (not to scale)



Somerleyton Hall, Suffolk



Worden Hall, Lancs

N.B. Dotted line indicates path to central goal in each case.

There again, the actual positioning of the rooms within the plan reflects wide-spread Victorian attitudes. The following observations will perhaps be sufficient to illustrate this point. Note, for instance, how the drawing room (an essentially female room where the ladies of the house received carriage calls) has been given the best view south over the gardens, whereas the dining room, (impressively masculine) faces north, it being thought inappropriate at that time to dine in sunlight. Incidentally drawing room and dining room were never placed side by side because, when guests were present, the assembled company had to process from one to the other before dinner and the 'Dinner Route' as it was called, was expected to be dignified and not too short. There again it is significant that the squire's study, the Oak Room, is towards the back of the house. This is because it was both a private retreat and a place where occasional miscreants might be interviewed if, like James Nowell, the squire was also a magistrate. It would not be thought fitting for such characters to be seen near the main rooms of the house. The kitchen also is well to the back of the house. The Victorians had a horror of "obnoxious kitchen odours" and preferred to receive their food cold rather than suffer the smell of it cooking.

Considering Salvin's predilection for the flamboyant, one has to acknowledge that in the case of Worden, he acted with restraint and succeeded in preserving and confirming the 18c exterior, whilst introducing all the conveniences of the day within. In photographs we have of the hall, mostly dating from after the 1941 fire, the building looks grey and stark. To judge fairly, one would have had to see it as it stood a century earlier awaiting the homecoming of James Nowell and his bride.

Turning now to the gardens; there is strong circumstantial evidence that the formal gardens at Worden were being planned and constructed at the same time as the hall was rebuilt. Readers of the Leyland Chronicle will remember a number of articles and letters that appeared in this journal in November 1979 and May 1980, concerning the maze at Worden Hall. With the help of Adrian Fisher, an expert on mazes, it was established that Worden maze was very similar, at least in outline, to Somerleyton Hall Maze in Suffolk which was designed by W. A. Nesfield. A letter from Mr Frank Howe followed. Following a boyhood at Somerleyton he was able to confirm this similarity. He also suggested that as the Crossley family, ancestors of the present Lord Somerleyton, came originally from Lancashire, they might have known the Faringtons and as he put it, "checked with them the latest in maze designs" before planting their own maze at Somerleyton Hall. Initially it looked as if the Crossley theory might just be the answer but then it was discovered that Somerleyton Hall maze was planted in 1846 for Sir Morton Peto long before the Crossleys appeared on the scene.

In actual fact the real answer was staring me in the face in the person of Anthony Salvin. The Dictionary of National Biography revealed all in a flash. I quote; "Salvin collaborated for many years with his brother in law, the landscape gardener William Andrew Nesfield, having married Nesfield's sister". So far so good. It began to look as if the two men might well have collaborated at Worden also, Salvin working on the buildings, Nesfield on the Maze. To test the theory, a visit was made to the Worden Maze

and it was discovered that, by using the plan of Somerleyton maze, it was possible to find one's way to the centre of Worden immediately and without cheating! The two mazes were therefore similar within as well as in outline. They are not however, identical. Somerleyton maze possesses fine yew hedges and the central mound is topped by a pagoda. Worden has hornbeam hedges and the mound in the centre is surmounted by a single hornbeam tree. It also has another rather interesting feature not found at Somerleyton; a Fool's or false entrance between stone pillars.

If one studies the two mazes side by side, (see accompanying plans) it will be observed that Worden lacks the symmetry of Somerleyton maze. This is probably due to the damage it suffered in the past. The present situation is a much happier one. The Parks Department of South Ribble Borough Council have gone to considerable trouble in recent years to improve and protect the maze. The hedges are now pruned regularly and have been reinforced with post and wire-mesh fencing. The paths have been gravelled and in the last few weeks the central mound has been planted with small shrubs and its stonework renovated. All this is particularly pleasing because 1991, according to Adrian Fisher, is to be the Year of the Maze.

Being by this time convinced of Nesfield's involvement with the Worden Maze, I began to wonder if he had also designed the rest of the formal gardens there. The latter have changed very little over the years and there still exists to the south of the hall, a large sunken lawn complete with fountain. This is shown on 19c photographs as an ornate "parterre de broderie" (6) Now nineteenth century parterres differed in certain respects from those of earlier centuries. Whereas the earlier parterres used box or turf or no plant material at all, the nineteenth century parterres celebrated the advent of the bedding plant and employed 'squadrons of geraniums, calceolarias, marguerites, allysum and lobelia, brilliant in colour, scrupulously maintained but sometimes shocking in their intensity'. Nesfield was known to be an advocate of Italianate parterres. Being conceived as horizontal pictures, they were viewed whenever possible from terraces but, failing that, the method of the sunken parterre was used, as at Worden. A photograph of the Worden parterre can be seen at the museum and one cannot help but be struck by the similarity it bears to a parterre Nesfield designed at Stoke Edith in Herefordshire in 1854, even to the same kind of scrollwork pattern in the edging. What convinces me even further however of Nesfield's involvement in the Worden parterre is the news that Somerleyton also possessed a Nesfield parterre and that too resembled the one at Stoke Edith and had "prominent liminal scrolls".

As well as working with Salvin, Nesfield frequently collaborated with Charles Barry and was much influenced by him. Barry advocated the scheme of architectural gardens being graduated from, "regulated formality in the immediate neighbourhood of the building through shrubberies and plantations less and less artificial till they seemed to melt away in the unstudied simplicity of the park or wood without". So at Worden, the classic lines of the building were succeeded by the formality of the parterre with its fountain. Beyond this was the low surrounding balustrade and then before the

woods began an area of grass planted with trees and shrubs and as to this day, covered by wild daffodils in the spring.

Having said all this I have to admit that so far I have not one shred of direct proof to confirm Nesfield's involvement at Worden and it follows that there is also no proof that the formal gardens were constructed during the rebuilding of the Hall. They are not shown on the early Ordnance Survey map nor on Addison's 1844 Plan of the Township of Leyland. There is not one single reference to William Andrew Nesfield in the Preston newspapers between 1840 and 1848. Nevertheless I believe Nesfield was involved and I believe it was within these years because, tragically, James Nowell Farington died in June 1848 only eight months after his marriage. His death, without an heir, meant the end of the senior branch of the Farington family and personal grief, as well as financial burdens, would make it unlikely that those left behind would feel that garden landscaping was any longer a high priority.

E. SHORROCK

NOTES

1. Shaw Hall is occasionally spelt Shawe just as Worden is sometimes Wearden. I have used the capital F. in the spelling of Farington because Susan Maria felt that it should be spelt this way in print.
2. How sad that this stone never came to light when the hall was eventually demolished in the 1960s.
3. It seems to have been customary to celebrate the rearing of any large house. The expression refers to the raising of the roof timbers.
4. Grace Dixon was a much loved family retainer. She died in 1845 and her name together with that of two other old servants appears on a commemorative plaque in the Farington chapel in Leyland Parish Church.
5. Various bills in hand at the time of James Nowell's death were brought in to be set against his estate. They provide much insight into life at Worden 1847-48 and are now at the L.R.O.
6. The parterre de broderie (literally embroidered flower bed) was the descendant of the Elizabethan knot garden).

Bibliography

- Leyland Chronicle November 1979, May 1980
Mazes and Labarinths of the World Janet Bord
Preston Chronicle ()
Preston Pilot (1837 - 1848 L.P.O.
Preston Guardian ()
Census Returns 1841 Leyland Library Microfilm
O.S. Maps 1844 - 47, 1893
The Origins of Shaw Hall Leyland. G. L. Bolton (unpublished work)
The Dictionary of National Biography. Harris Library
History of the Faringtons - Susan Maria Farington
The Gentleman's Country House and its Plan 1835-1914 Jill Franklin
The English Garden Lawrence Fleming and Alan Gore

Acknowledgements

My grateful thanks to Mr Adrian Fisher, Dr Jill Allibone, Mr Brent-Eliot, Lord Somerleyton, Dr Edward C. Brooks, Mr George Bolton and To Dr Hunt for permission to reproduce the plan of Worden. Also of course to the staff at the Lancashire Record Office.



Design for pastiche to illustrate the type of scroll pattern found at Worden, Somerleyton Hall and Stoke-Edith

CULBECK AND RUNSHAW

This area lies in a pleasant rural area of Euxton and is criss-crossed with footpaths. One circular route takes in some of the historical interest of the area and is approximately three miles long.

The walk starts and finishes at the Plough Inn, known affectionately as 'Owd Gerries', named after Gerry Cornwell the last gamekeeper employed at Euxton Hall. He kept game birds at the rear of the pub, these later became an attraction to the patrons. A modern extension dominates the east end of the building but the Inn's original entrance can still be used with a tiny snug on each side.

Start the walk by walking west along the road. The building next door to Gerries is the White Hart Cottage, this was also a public house but little is known of it. Continue along the road as far as a left hand bend, here cross the road to enter the yard of Bournes Farm, first passing Woodcock farmhouse on the left. Bournes Farm can be seen to the left with a datestone of 1668. After studying the barn on the right, continue through the yard to enter a track via the stile by a gate. Follow the track to a gate where the path continues through the fields to Leyland and must have been a popular route before the modern roads were built. Ignore this path but continue left to a second gate. Pass through this and continue along a right hand hedge passing the pond. Continue down the hedge to eventually cross a stream via a footbridge: this forms the boundary of Euxton and Leyland. Looking north the buildings of Subsnape Farm can be seen. Turn left along hedge to a gap in the bottom corner and turn right to the next corner. This is a junction of paths again to Leyland. The path we follow goes diagonally across the large field to a footbridge, this crosses Hollins Brook and is another boundary of Euxton and Leyland. Follow right hand hedge up to Flag Lane where, half way up the field, the steep pitched roof of Rose Cottage can be seen standing by the roadside. This was a fine example of a single bay cottage with cruck beams before being modernised in the early 1980's.

Joining Flag Lane go left to the junction then right, passing Flag Lane End Farm. The farm may have got its name from the middle English or Scandanavian 'Sod' or 'Turf' that were cut for fuel. Continue along the road to an access track by a cottage on the left just before the right hand bend. Follow this track past stables towards the derelict Lower House Farm and find the stile to the right of the buildings. Pick up an enclosed track and follow this into a field continuing along right hand hedge to a corner. Cross stile then continue in same direction but with hedge now on left to reach old Culbeck Lane turning right down the rough track as far as Culbeck House Farm on the left. Built by Richard Latham in 1805, as indicated by the date on the gable end, the Lathoms were a notable family of the area. Looking to the west the hamlet of Shaw Green can be seen with Shackleton Brow twisting and turning uphill to Lark Hill Farm. The local inn, the Travellers Rest, once served thirsty travellers with jugs of ale. Shaw Green

is derived from the old English 'Scaga', meaning copse, a 'green' was common lane. A 'Shaigh Green' is mentioned in 17th century records.

Walk through the yard of Culbeck House Farm and gain access to a field via a stile at the rear of the yard. Descend diagonally to the right looking for a partially hidden stile in the hedge - you are now in the Culbeck Valley. According to tradition, the valley gets its name from Charles the Second who was staying at Euxton Hall as a guest of Hugh Anderton. Charles took a walk down this valley and having taken a drink from the stream, is reported to have said "this is a Cool Beck"!

Walk to the left for several hundred yards keeping to the edge of the field. The M6 motorway can be seen at the top of the valley. Look for a stile high up in the bank, climbing up into a field follow right hand hedge to a stile in the top corner. Climb stile then follow left hand hedge for one hundred yards to another stile. Continue straight up through next field to a footbridge, then follow right hand hedge to another footbridge, crossing the field to a stile onto Runshaw Lane with a Public Footpath sign pointing back to Armetriding Farm - a fine old building off Dawbers Lane in Euxton. Turn left along the road back to the Plough Inn and the end of the walk.

A perfect end to the walk would be to enter the inn and sit in the old Snug to examine the portion of original wall that has been framed for viewing.

GRAHAM THOMAS

SOURCE MATERIAL

Lets Take a Walk, George Birtill
Follow Any Stream, George Birtill
Leyland Guardian
Leyland Chronicle, No.30, Page 11
English Place Names, Eilert Ekwall.

LEYLAND AND THE KNIGHTS OF ST. JOHN

In the introduction to a mid-nineteenth century treatise on the subject of this knightly order (Ref.1) there occurs the sentence "I will not waste time or space upon what I presume every educated Englishman to be well acquainted with, the theory and place in history of the Order of Hospitallers or Knights of St. John of Jerusalem or upon the political significance of this order....."

Whether or not this assumption was justified we know not, but today the reading of even a fraction of the many accounts of this clerical-military order and their part in history especially the Crusades requires a considerable but rewarding effort.

From modest beginnings in the late 11th century in Jerusalem providing care for the sick and hospitality and escort for pilgrims, the order became highly organised on a supra-national basis and correspondingly wealthy. Income was derived from donations of cash, parcels of lands, rents, tolls and many other forms of revenue. Wherever it was collected, such income was channelled through a communication chain to the headquarters of the order, at various periods located in Jerusalem, Cyprus, Rhodes, Malta or elsewhere. Vast amounts were needed to raise and maintain the fighting armies and fleets with which the order ultimately became associated.

In this essay it is hoped to show how some small portion of these revenues was raised in the Leyland area for use in these far-off enterprises. So far as can be seen, in Leyland the revenues due to the Hospitallers were derived from specific parcels of land and although in the early references it is made to appear that these lands had been granted to the Hospitallers it seems clear that it was a fixed annual rent arising out of property which had actually been given and that the lands did not pass into the possession of the knights, previous arrangements between the land owner (i.e. tenant in chief) and the actual tenant remained undisturbed.

The Hospitallers perquisite were administered through a system of preceptories and camerae. Preceptories were major establishments, often with resident members of the Order, amounting in effect to manors. Camerae were lesser establishments, with bailiffs acting as agents for the Order. Lancashire did not have a preceptory but had two camerae, Woolton near Liverpool responsible for collection of revenue arising South of the Ribble and Stydd near Ribchester responsible for North of the Ribble. Both Woolton and Stydd were responsible to the Hospitallers preceptory at Newland near Wakefield in Yorkshire (Ref.2).

To put the Leyland lands into perspective it has been calculated that numerically they were six out of 180 and in value about four per cent, of the Hospitallers lands south of the Ribble.

Documentary references to the lands are somewhat fragmentary, the first known is contained in the enquiry of 1212 ordered by King John into lands given and alienated (Great Inquest of Service Ref.3) which states:

"The Lord Roger, the Constable gave 1X bovates in
Leiland to the Hospital of Jerusalem which Hugh Bussel
holds".

Lord Roger was Roger de Lacy, Constable of Chester, son of John also Constable of Chester who between 1178 and 1185 gave many lands, including Woolton, to the Hospitallers and John's brother Robert (i.e. uncle of Roger) was Prior of the English Hospitallers from 1203-1215. Hugh Bussel was of course Baron of Penwortham and Lord of Leyland but in 1205 lost his barony to Roger de Lacy. As Roger died in 1211 it appears that we can safely date the grant of the Leyland lands to the Hospitallers to the years 1205-1211. As a bovate (or oxgang) of land was about 15 acres it would seem that the total grant amounted to about 135 acres, the size of the acre is not known but if it was a customary acre the grant would be equivalent to some 250 modern statute acres.

A document in the Farington muniments, undated but assigned to c.1270 (Ref.4) names one of the Leyland lands and confirms the mechanism of tenure described earlier

"William Bussel of Euxton grants for the annual rent of four shillings to William of Anderton and Ysabelle his wife all his lands in the hamlet of Werden in Leyland (Old Worden) to cover a rent of three shillings due to the Hospital of St. John of Jerusalem".

Edward I ordered many enquiries as to by what right (quo warranto) certain lands were held. One of 1291/2 was directed against the Hospitallers and in it (ref 5) their Lancashire lands are listed, but in outline only, Layland (sic) being included.

In passing it may be noted that an extension, by William Farrer, (Ref.6) of this quo warranto enquiry provides an insight into the procedure and antique terminology of such enquiries.

It is a great deal later, c.1540 in fact before any fine detail of the Hospitallers Leyland lands are recorded. The date is of great significance, 1540 was the year in which the plan of suppression of monasteries and chantries was finally completed by the secularisation, in April, of the Order of St. John in England. The restoration and re-suppression under Mary and Elizabeth had no real effect on the matter.

The document referred to above (Ref.7) was first transcribed by Dr. Richard Kuerden c.1685 and later and more accurately by Dr. R. Sharpe France (Ref.8). It consists of a list, in Latin, of the Hospitallers Lands in South Lancashire together with their annual rents and probably was prepared as part of the secularisation procedure when they were forfeited to the Crown and in many cases sold later to private individuals. It is the principal source of information about the Hospitallers estates in our area.

The locations of the Leyland lands have been worked out and it is proposed here to summarise them but not to include details of the identification procedures. They are given in the order shown in the original, and each is set out as follows

- (a) the person (not necessarily the actual tenant) responsible for paying the rent i.e. in 1540
- (b) a brief description of the property and
- (c) the annual rent.

LEYLOND

1. The Lord King for a certain tenement there formerly in the holding of ... Bushell - 3 shillings. This was finally identified as Snubsnape and Paddock Croft in the western part of the township.
2. Nicholas Blakelege for a messuage etc. called Burscow Place ... 6 pence. This land lay on the west wide of Wigan Road (A49), now occupied by Charnock Garden Centre.
3. Peter Farryngton for three acres of land previously part of item 2 above - 6 pence. This was two fields leading down to Shaw Brook.
4. The same Peter for a messuage called the Brex - 12 pence. The property known as Athertons on the south side of Back Lane (Langdale Road).
5. Henrico Farryngton, Knight, for a messuage etc. called the Mylnehurst 6 pence. Identified as 5 acres, probably a wood, on the site of Leyland Bleach Works (Shruggs).

WERDEN

6. Henrico Farryngton, Knight, for all lands and tenements there - 3 shillings. Sir Henry had purchased Worden (i.e. old Worden) from the Andertons in 1534.

All these rents became payable to the Crown after the suppression of the Hospitallers and nearly all of them can be traced in the Farington rentals in the later years of Elizabeth's reign. The weakness of a system of fixed value rents is illustrated by the fact that Worden paid 3 shillings in 1270 and the same sum in 1570 when money would only be worth a fraction of its 1270 level.

A plan showing the location of the Hospitallers lands in Leyland, derived from the above study, was exhibited at the 1987 Local History Exhibition held in South Ribble Museum and Exhibition Centre.

G. L. BOLTON

REFERENCES

1. L B Larking. "The Knight Hospitallers in England". Camden Society (old Series) 1857
2. J C Maples. "History of the Province" in "History of the Priory of Lancashire". Littlebury Bros.1956 (a useful secondary compilation).
3. W Farrer. Lancs Inq. and Extents (Rec.Soc. L & C) Vol.48 - page 33 - 1903.
4. Lancs.Record Office. Farington of Worden Muniments. DDF 2306

5. Placita de quo Warranto. Record Commission 1818 - page 375
6. J C Maples. loc cit pp.155-159
7. Lancs. Record Office. Scarisbrick Muniments DDSc/25/100
8. R S France. "A rental of the S.Lancs lands of St. John of Jerusalem." L & C Antiqu.Soc. Vol.58 - 1945. Vide p.60.

TWO MEMORIAL INSCRIPTIONS IN LEYLAND CHURCHYARD

'To the Memory of Ellen Kingsley who first established a Boarding School in this town where she - as Governess acquitted herself with the greatest Merit till the Period of her life which took Place in July 6th 1793 in her 53rd year'.

This lady does not seem to have been noted before. It would be interesting to know more about her and the school that she ran. The memorial stone is in the northern section close to the path and some 25 feet from the old Grammar School.

IN MEMORIAM

FREDERICK WILSON HACKFORTH
23rd COMPANY IMPERIAL YEOMANRY
(DUKE OF LANCASTER'S OWN)
WHO FELL IN ACTION AT FABER'S SPRUIT,
DOUGLAS, S.A
MAY 30th 1900, AGED 26 YEARS
ELDEST SON OF FREDERICK AND MARY HACKFORTH
LEYLAND

He gave his life for his Queen and country
And died a noble and honourable death.

An echo of the Boer War and the death in South Africa of the son of a well known Leyland family. This memorial is in the south/east corner of the eastern section of the churchyard.

THE REVEREND JOSEPH BLISS (1816-1882)

- Leylands First Congregationist Minister -

Although the first mention of Congregationalism in Leyland seems to have been as early as 1754 when a Mr J. Wilding of Leyland entered Daventry Independent Academy for Ministerial training, and also, in 1801 a Congregational Itinerant Society for Lancashire was formed and amongst the places visited by the Agents of that Society was Leyland, it seems the true beginning was when the Rev. William Bowen of Bretherton began to preach in Leyland in 1834, ably assisted by the Reverends D T Carnson and R. Slate of the Canon Street and Grimshaw Street churches in Preston who opened a room in Leyland for public worship in January 1835 (by tradition this was in Union Street). With the coming of the railway in 1838 and the expansion of Leyland about this time the need for a larger place of worship became apparent. The foundation stone of the Ebenezer Independent Chapel was laid in 1843 and the chapel was opened for worship in March 1844 by the Rev. Dr. Raffles of Liverpool (This building stood on the site where the showrooms of the Leyland Garage Co. now stands). The Rev. Joseph Bliss came in early 1845 as the first minister.

Joseph Bliss was born in Penrith, Cumberland, 16 January 1816 and moved to Preston whilst still a youth becoming a member of the Canon Street Congregational Church whose records show that at the age of twenty-five he went to an academy in Pickering, Yorkshire to study for a home missionary. After about one year at Appleton Wiske in Yorkshire he moved to Leyland where he formed a church with fifteen members 15 October 1846.

The Census Returns of 1851 described the Bliss Household : Joseph Bliss aged 36, Independent Minister, born Penrith; Joanna his wife aged 33, born Scotland; Maria, daughter aged 2, born Leyland; Mary Bliss, his mother, aged 83 widow; and Margery Clayton aged 30, servant, born Leyland. (Miss Joanna Stevenson, his wife to be, was a teacher at Walker Street Sunday School where Mr Bliss also taught). They lived at Laburnam Cottage on Water Street the site of which is now occupied by a row of red-bricked houses opposite E.H.. Booths, Grocers, on what is now Towngate (Photo: see 'At the Turn of the Century, Jack Winrow P.8).



REV. JOSEPH BLISS
1845-1857

When a son Joseph, born in 1853, was baptized the members of the church presented the parents with a purse containing £5 but more of young Joseph later. The Rev. Bliss's ministry lasted until 1857 when he moved to Tottinton, near Bury. His work at Leyland was at a time of great change in the village; the coming of the railway closely followed by the opening of the first Cotton

Mills brought people into Leyland with the inevitable increase in population. Of his work in Leyland the Rev. B Nightingale in 'A Short History of Leyland Congregational Church' put it....." The Blessing attending the ministry of Mr Bliss may be estimated from the fact that during his 13 years here the membership of 15 had grown to 51 when he removed to Tottington."

At Tottington the Rev. Bliss found eleven members but when he left seven years later he had over one hundred. In July 1864 he moved to Brampton in his native Cumberland where he laboured for fifteen years when he retired through failing health in 1879. He spent his short retirement in Blackpool where he died suddenly 28 September 1882 and was buried in the churchyard at Brampton.

Nightingale records that a daughter of the Rev. Joseph Bliss was the wife of the Rev. H W Smith for many years the distinguished minister of the Centenary Congregational Church, Lancaster, but of his son we know rather more.

MR JOSEPH BLISS (1853-1939)

As we have seen Joseph was born at Leyland in 1853. He was educated at Silcoats School, Wakefield and Edinburgh University. Going to Asia Minor in 1872 he carried on a large business there as banker and general export merchant, doing business with all parts of the world. He travelled extensively throughout Asia Minor as well as Syria, Russia and the Caucasus. Although resident for so long abroad he spent a portion of each year in England or Scotland. A keen sportsman and naturalist, he interested himself in the missionary work carried on by the various societies established in Turkey.



Mr. Joseph Bliss.

Retiring to England by 1903 he was living at Boarbank Hall, Grange-over-Sands, Lancashire having married Margaret daughter of the late J. McClymont, of Borgue House, Kirkcudbright who bore him three daughters. In 1906 he was J.P. for the County

of Lancaster and from 1916 to 1918 Liberal M.P. for the Cocker-
mouth division of Cumberland. He died on the 12th of December
1939.

FOOTNOTE: As the subject of this article was the father and not
the son no further research was done to cover the long period of
the sons retirement. Since it was as recent as 1939 when he
died, does any member know if this successful son of Leyland,
had any contact with his native village in his later years?
Any information would be gratefully received.

W. E WARING

REFERENCES

- Rev. B. Nightingale, M.A. "Lancashire Nonconformity" Vol.2 1891
The Congregational Church Leyland (various items)
File Ll/J41 at Leyland Library
Census Return of 1851. Microfilm at Leyland Library
Biography of Mr. Joseph Bliss (1853-1934) extracted from "Contem-
porary Biographies" edited by W T Pike in "Lancashire at the
Opening of the 20th Century", W Burnett Tracy, 1903. Copy at
Chorley Central Library.
"Who was Who", Vol.3, 1929-1940

ACKNOWLEDGEMENT

Thanks to Rev. W. P. Kennerley for permission to use the photograph
of Rev. Joseph Bliss taken from 'The Leyland Congregational Church'
by Rev. Harry Townley.

1838 : THE YEAR OF THE RAILWAY

1838, one hundred and fifty years ago, witnessed momentous events in Leyland and district - the coming of the railway. Research undertaken for an article commemorating the anniversary of the opening of the North Union Railway has brought to light in the pages of the Preston Chronicle newspaper the full story of that year. What follows is a loosely edited series of extracts, telling the story in the same words that the early Victorians read of events:

"What a delightful things a railroad!
So smooth, so level, such a mode of shaving,
The earth, as scarce the eagle in the broad
Air can accomplish, with his lungs moving,
Had such been cut in Phaeton's time, the god
Had told his son to satisfy his craving
With the North Union train" (P.C. 3 November 1838)

In 1830 an Act of Parliament was obtained for the construction of a branch line from Wigan to link with the Manchester and Liverpool railway at Newton. With capital of £70,000 the Wigan Branch Railway Company was formed. Attempts to link this line to Preston in 1831 failed and it was not until 1834 that resistance from local landowners was overcome and an Act obtained. The North Union Railway Company was to have gross capital of £320,000, with power to borrow or create shares to the extent of £160,000 more. It proved difficult to convince locals of the benefits and bright prospects of the venture and for 2 years it stagnated. By January 1835 however sufficient money was raised and work began. In all 2,202,030 cubic yards of rock, sand, clay, marl and earth were excavated for the cuttings and 2,118,498 cubic yards deposited for the embankments, at a cost of just over £ 500,000 or £21,000 per mile. During the summer months 3,000 men worked on the line, in shifts "one party relieving another in succession, and all engaging in such operations as were adopted to each one's skill, tact, or labour" (P.C. 29 September 1838). Work was contracted to be finished by March 31st 1838 in the face of stiff penalties for the contractors, and events of that year must be seen in the context of this race against time.

Work was let by the Company in three contracts :

- 1) The Ribble Contract, extending 2½ miles south of Preston, including the Ribble Valley and the viaduct across the river, was taken by Messrs HENRY MULLINS, and M'MAHON of Dublin, for the sum of £80,000.
- 2) The Yarrow Contract, commencing at Farington School and continued southwards as far as Coppul Summit, a distance of 8 miles, was taken by Mr Wm MACKENZIE of Liverpool for £76,000.
- 3) The Douglas Contract, extending from Coppul to Chapel Lane in Wigan a length of 5 miles, was let first to Mr Wm HUGHES of Glasgow for £60,000 but being left unfinished was relet to MULLINS and M'MAHON for £50,500.

Early in 1838 the weather dealt a fatal blow to any lingering hopes of completion on time. Severely cold winter conditions brought work on the line to a halt, and ice on the Ribble swept away a timber service bridge at the viaduct construction site. The Chronicle closely followed movements of the ice, "The thaw which set in at the early part of the week, has been so mild and gradual, that the fears which were entertained last week on the fate of the railway bridge from the expected pressure of the ice, have happily not been realised. A considerable mass of ice still remains in the pool between Walton Bridge and the railway bridge, but we trust there is no further ground for apprehending danger. Every precaution has been adopted to prevent the occurrence of any disaster", (P.C. 3 February 1838). In October the previous year a timber viaduct over the Yarrow had been swept away, and much of Eccleston and district flooded. By Spring work was well underway and a new completion date was set for August. By summer "The operations on this line of railway are now proceeding with extraordinary activity. The fine weather appears to have given a stimulus to the more rapid progress of the works, and an immense number of workmen are engaged in them, throughout the respective departments," (P.C. 19 June 1838).

In the race for completion, accidents - often fatal - were very frequent. "An inquest was held on Monday last at Chorley on the body of James Biddle. From the evidence of James Pilkington it appeared that the deceased was a labourer on the North Union Railway line at Charnock Richard, and that on Tuesday preceeding, when he had the care of the waggons, one of the hooks caught him and dragged him for about ten yards, and crushed his hand. Lock Jaw ensued on the Friday following, but left him on Saturday just before he died. The Jury returned a verdict - accidental death". (P.C. 2 June 1838).

Economic conditions in Leyland at this time were very depressed, as the formerly prosperous and still very extensive hand-loom cotton trade fell into a deep depression, and decay. Indeed, this may have been a factor in the railway avoiding the old village centre, though the Ffarington's do not seem to have been very enthusiastic about the railway, and a station on Towngate, or perhaps in Church Road near the cross, would have meant a deviation in the line of the railway between Preston and Wigan. Be this as it may, Leyland in 1838 was enduring hard times: "The hand-loom weavers residing at Leyland, who comprise a majority of the population of that beautiful village, complain very much of the hard times. Wages have been very low for some time past, and but for the facilities which many of them have for growing potatoes etc, and the assistance given by their neighbours, who are better off in the world, their situation, particularly during the winter months, must have been truly distressing" (P.C. 2 June 1838). At Farington by contrast work was readily available at Messrs Bashall and Boardman's new mill, and it was here that conflict between the Irish labourers on the railway and the locals was most marked.

"DREADFUL AND REVOLTING OUTRAGES : WITH LOSS OF LIFE The inhabitants of Penwortham and Farington during the night of Monday last, were placed in the greatest state of alarm, owing to a severe conflict having taken place, between some of the villagers and a number of Irish labourers, who are employed at the North end of the North Union Railway, from Preston to Wigan, especially that portion of it in the neighbourhood of Farington school, about two miles and a half from this town. The conflict was of a very serious character, and as the sequel will show, was attended by the most

disastrous consequences. The following day, Tuesday, was employed by both parties in preparing for battle, and as the night approached, the most-serious results were apprehended." (P.C. 26 May 1838).

The riot and subsequent inquest were reported in full by the press : What seems to have happened was this:

SATURDAY - payday on the railway. The local shopkeeper in Farington refused the labourers further credit. All paid their debts except Owen and Peter Deans, who blamed a local, John Mayor, for the shopkeeper's action.

MONDAY - between 6 and 7 o'clock in the evening the two Deans visited Mayors house, ostensibly looking for their friend 'BARNY KELLY'. "They proceeded immediately to destroy all the furniture they could lay their hands on. The windows were dashed out, and the floor was strewn with the fragments of broken tables, the clock, crockeryware etc." They retired to the Blue Anchor pub and with 5 of their countrymen drove out about a dozen Spinners who were drinking upstairs. In turn the Spinners armed themselves and drove off the Irish, "several broken heads were the consequence of this affray, and the Englishmen retired across the fields to collect their neighbours and fellow labourers, in anticipation of a general assault from the Irish labourers on the railway." The Irish returned to the pub for a drink of rum, threatening to kill all Englishmen, "On their road towards Tardy Gate, and to the railway, they so inhumanly beat two men named William Miller, of Walton, and Richard Livesey, of Farington, that they are now lying in a very precarious state."

TUESDAY - The rest of Monday evening and Tuesday both sides spent preparing for battle. "Nothing of moment seems to have occurred until the hands turned out from Bashall's factory at half-past seven on Tuesday evening, when some hundreds of spinners and labourers went in a body towards the railway, cheering as they approached near to the Sumpter Horse in Penwortham the headquarters of their opponents, and occasionally discharging it is said, in bravado, fire-arms with which several had provided themselves." Estimates of the crowd varied, Thomas Sims saw 3/400 in a lane near Tardy Gate, Joseph Thornber a railway constable saw 7/800 mostly boys 8-18 years of age, and William Birley, constable of Penwortham claimed c.5/600.

What happened next is uncertain, both sides seem to have gathered around the house of Peter Smith near Bee Lane. John Fitzpatrick, Overseer of Preston, testified, "I saw a great crowd of persons coming towards Smith's house, shouting and huzzaing. Robert Robinson was one of the persons, and when he came right opposite Smiths house he called out, 'Put out your lights, you soft devils, stand, and we'll drive the whole of them (meaning the Irish) out of the place'". After Robinson and the party along with him had passed Smith's house about 20 yards, Robinson called out to them 'fire'. I saw the flash, and heard the report of 3 guns, which were fired in the direction of Smith's house. After further shooting I found two men lying upon the ground, a little above Smith's house. Pat Smith was then protecting them (the wounded), and said that no man should meddle with them. Smith at that time had not any gun with him. None of the Irishmen had any guns with

them but about 40 of them had sticks." John Trafford a labourer had been shot dead and at least 9 wounded. "A bloody rencontre succeeded the death of this unfortunate young man : and it is computed that of English and Irish, from 30 to 40 were more or less wounded."

WEDNESDAY, THURSDAY - On Wednesday the local Magistrates met to consider what to do, and "A detachment of military from, we believe, Burnley Barracks, paraded about in the neighbourhoods of Penwortham and Farington : but for their timely appearance it is more than probable that other breaches of the peace would have taken place. It is next to impossible to ascertain how many of the Irish are wounded, or to what extent, as great pains have been taken to conceal those who received injury."

Smith was acquitted of the shooting and after 8 hours the Jury returned a verdict - 'Manslaughter against some person or persons unknown.' One June 2nd it was reported that Robert Robinson had been arrested, and his brother was being sought, to stand trial at the Quarter Session. Feelings between the two sides seem to have been running high for some time, for George Robinson when asked to disperse the mob replied " No, we are not willing, we have received so much injury from the Irish, that we are determined to have revenge." The Irish have been armed with black thorn sticks, cudgels and pieces of iron, the English with upto 15 guns, scythes, hedge stakes and sticks. Such is the story of the battle of Farington, even by todays standards, quite a large affair, and so the North Union Railway became associated with mob warfare in addition to the terrors of timber bridges collapsing into raging torrents, and the press contained copious details of horrendous fatalities on the neighbouring lines, "bodies exploded", "leg torn off", "boiler exploded at fearful speed" etc.

Though by no means a large railway the completed North Union Railway was nonetheless impressive, as the following survey of main works (starting at Preston station and reading south) on the line makes clear

- (i) Embankment on the north side of the Ribble; contains 64,694 cubic yards of material
- (ii) Ribble Viaduct : begun 1st September 1935, 872' long, 28' wide, parapet 68' above the river bed. Cost of £40,000. Built of rusticated ashlar (675,000 cubic feet) from quarries of Whittle, Longridge and Lancaster).
- (iii) Southern Embankment : 40' high, base 190' wide, contains 464,431 cubic yards of earth.
- (iv) Penwortham Cutting (to the south of Vernon's Mill) : $1\frac{1}{2}$ m long, 38' deep, 504,408 cubic yards of marl and clay removed, 4 bridges, the longest at Bee Lane.
- (v) Lostock Embankment: slope 1/100 for 1200 yards to Leyland, Farington Station - for second class passengers and goods for Bamber Bridge. "Contiguous to the railway, on the left, are also the newly erected mansions of Messrs Bashall and Boardman,

whose factory the traveller passes before he comes to Golden Hill in Leyland. The factory is approached by a handsome brick bridge over the railway".

Golden Hill Station - for Leyland "The Cuerden, Clayton, and Blackburn road crosses on the level of the railway : and to the south west, in the immediate propinquity, is situated the beautiful and sequestered village of Leyland.

- (vi) Golden Hill rise : 700 yards 1/100. "The road is through Leyland Sandhill, 128,913 cubic yards of sand have been cleared."
- (vii) Packsaddle Valley Embankment : 40' high, 500 yards long, the line fell at 1/660 to the Yarrow Valley and Euxton Station.
- (viii) Yarrow Bridge : 300' long, 32' wide, 74' above the water.
- (ix) Yarrow Embankment : 400 yards long, 400,000 cubic yards of earth

Then through Charnock Hill cutting to Spend Moor Station, and the summit of the railway in the mile long Coppul hill excavation (284' ASL, 200' above Preston Station), to Standish and the Wigan embankment (half a million cubic yards of earth) and Station. A Stagecoach journey of 3 hours was then reduced to a train journey of 20 minutes.

The contractors failed to meet the August deadline, and the line was opened on Wednesday November 1st, even though sections of the line were barely completed. Large crowds gathered along the line, particularly near the bridges, presumably in the hope of mishap. They were to be disappointed, but the first journeys on the railway were fraught with adventure, as the contemporary account makes clear (P.C. 3 November 1838).

"At 7 o'clock in the morning, a mixed train of 5 carriages containing 21 passengers departed from Preston : not the least interruption, difficulty or accident took place in the arrangements for starting." The Number Two engine "hissed and boiled like Phlegethon, and dropped and scattered her cinders like the volcanic crater of Etna... at length she started with a gentle motion ... the whistle cleared the way, and off the Syke bridge she darted, with the velocity of a bird of passage. Twenty miles per hour was the rate of her course, but on reaching the Ribble Viaduct, which is not yet completely finished, the speed was slackened. In ten minutes we reached Farington Station and in a quarter of an hour were at the Golden Hill Station in Leyland. Here was a short stoppage, and Captain Pollard was admitted as a passenger.

Down the incline to the Yarrow Valley, the engine dashed away at 30 miles per hour, and the wooden viaduct over the Yarrow was securely traversed. The noise made by crossing the bridge, resembled the rumbling of thunder among the steep rocks of hills and mountains.... Through a mistake of the guards, instead of stopping (at Spendmoor), the journey was pursued to Coppul Chapel, where it was discovered that our progress had been impeded by a brake having locked the wheels of the vehicles."

As the train reached Wigan guns were fired in salute, and carriages were sent on to Manchester and Liverpool. The No. 2 engine was 'yoked' to carriages from those places and began its return to Preston. Wisely the erstwhile correspondent of the Preston Chronicle did not accompany it, for "In its journey backward it was considerably delayed, owing to a heavy load of duplicate wheels and axles having been placed on the luggage wagon, as well as to some slight but easily remediable derangement in its machinery. The lazy automaton so laboured up the incline of 1 in 100, between Mr Rylance's factory, and the Boar's Head, that passengers had to push it onward. Several of them, impatient of delay, cried out for donkey carts, and in their jocularity deprecated railway travelling."

Our correspondent returned from Wigan in a later first class train containing a number of local celebrities. A great concourse of spectators had assembled near to the Wigan Station... the bells were ringing, and colours were flying - a red flag waved from the station house, having inscribed upon it - 'The Queen and Our Glorious Constitution', leaving the feared Yarrow Viaduct "The velocity with which the trains rolled along, so surprised the multitudes that crowded the different bridges over the railway that they were actually held mute with astonishment, and confined the demonstrations of their joy to the waving of their hands, their hats, and their handkerchiefs. Proceeding at the rate of 36 mph, the train was at Golden Hill in three minutes, and in seven more at the Ribble Viaduct. To Preston from Wigan, the journey was made in 27 minutes : from the former place to Manchester in one hour and a half, and to Liverpool in one hour and three quarters".

"Loud Huzzas greeted our arrival : the bells sent forth their sonorous peals, the Union Jack was unfurled on the tower of the Parish Church, the Standard of St. George floated on top of the Mayor's Mansion, and a band of music played in the gardens "At eleven o'clock a train pulled by No.5 engine set off to Wigan for coal. It returned ninety minutes later with two loads of coal, "Upon which was hoisted a white flag having a coach and horses characteristically turned upside down, and the motto 'no imposition to Wigan'". At six o'clock the train arrived carrying Company directors and a dinner was held, "the dinner consisted of the most luxurious viands and was served up in a magnificent and luxurious style". (P.C. 3 November 1838)

The Companies faith in the future was illustrated by investment in rolling stock, "At present there are only 4 engines on the road, although we understand that 2 more, No.6 and 7, are in course of manufacture by Mr Hicks of Bolton, who built nos. 4 and 5: Messrs Jones, Turner and Evans manufactured nos.2 and 3. The driving wheels are 4' in diameter. The cylinders are 12" in diameter, and 18" stroke. There are 82 brass tubes 2" in diameter. The weight upon the driving wheels is 5 tons 18 cwt; on the small wheels 4 tons 12 cwt. The boilers are calculated to work at 70 lb pressure on the square inch, but the maximum pressure is seldom more than 50 lb. The tenders contain 730 gallons of water, and 15 cwt of coke." "The carriages, really stage coaches on wheels, were no less impressive. "The carriages are 30 in number, viz 15 of the first, and 15 of the second class. Four first class carriages were built by Messrs Dunn and Wise of Lancaster, and are splendidly finished with the London Arms on one end, the Birmingham on the other, and the Preston and Wigan in the centre. The accommodation in the inside is on an improved plan, having head pieces or seat divisions carried upwards to the roof, and affording every comfort for a journey".

Despite the good intentions of the Company, travel could occasionally be perillous, "On Monday the 5th instant, I was a passenger with two infant children, from Euxton to Parkside : at the arrival of the train at the junction, we were directed to get out; to this objections were made from the danger of alighting in that situation. The notice being peremptorily renewed, we were obliged to comply, and before we could get clear an engine passed, whilst there was scarcely standing room for the party between the two trains. The luggage was then placed on the bank, and I was informed no porters were kept, and I might carry the luggage myself, which, eventually, I was obliged to do, first having threaded my way with the children about 200 yards from the Liverpool line, to a place of safety, having my luggage to carry the same distance. It might be necessary to state that no porter unconnected with the railway, would be permitted at that situation. A passenger by the Liverpool train would have paid about half the amount for the same distance, and received every attention from the servants, Yours etc, G." (P.C. 17 November 1838)

Such is the story of 1838, the year that the railway came to Leyland, and the modern age can be said to have begun. For as the crowds watched the primitive engines shudder along, there is no doubt that they were witnessing one of the great developments in history. That the events associated with the coming of the railway were often a shambles at least gives us some insight into the nature of historical change and technological evolution!

D. A. HUNT

THE REGISTERS OF THE PARISH OF LEYLAND

Parish registers are a well known source for both the genealogist and the local historian. The earliest Leyland register of 1538 to 1597 and a later one to 1653 are both, sadly, lost but the book from 1653 to 1710 is available in printed form edited by the Rev. Walter Stuart White, M.A. and published by the Record Society of Lancashire and Cheshire in 1890. (The Rev. Stuart White was senior curate at Leyland in the 1880's/90's). This volume (No.21) is in the Local History Room at Leyland Library.

The registers after 1710 are available in the Lancashire Record Office both the original book and the Bishops Transcripts which are on microfilm. Two unusual entries have been chosen as examples of what one might find therein.

'Jennet, wife of Thomas Leyland of Leyland, aged about an hundred and four or five years and buried on February 17th 1724/5'

Obviously such a great age in 1725 was seen by the registrar as worthy of recording.

'John ?, a soldier, died in Clayton and was buried December (day illegible) 1745'.

No doubt John, his surname unknown, had been involved in the Second Jacobite Rebellion but whether he died from wounds received in action, or from natural causes, is not recorded.

CLAYTON BOTTOMS AND LOWER KEM MILL

- A Walk into History -

Intrigued by re-reading an article in a previous issue of the Lailand Chronicle concerning the Corn Mill that was situated in Clayton Bottoms, I decided to set out a walk to investigate the area and also the ruins of Lower Kem Mill in Whittle-le-Woods connecting the two by a pleasant walk along the River Lostock. The walk starts and finishes at Clayton Bottoms in the Cuerden Valley car park.

Walk to the road and look left towards the hamlet of Clayton Bottoms, Back Lane, and Sheep Hill; the 1845 six inch O.S. Map shows that the tiny hamlet nestled in the bottom of this Valley and the majority of buildings are still standing. To the west a collection of cottages once came down the steep hill known locally as Town Brow; a Smithy lay at the bottom but only one cottage remains. Some cottages and the Primitive Methodist Chapel stood by the junction of Back Lane. Across Sheep Hill Brow from here a modern bungalow stands back from the road and stands on the site of the original school house. This is borne out by the 1845 map and a reference in a book "Charities of Lancashire" states, 'An indenture of lease bearing the date 19th October 1744 was granted to the Rev. Edward Shakespear and Five others. For the encouragement of a schoolmaster to reside within the Manor of Clayton. A piece of ground containing in length 24 feet and in breadth 15 feet. Part of the waste near the highway leading from the town of Clayton and Clayton Green and the schoolhouse thereon erected'. At a later date the school was rehoused in the Primitive Chapel.

Walk right along the road to the bridge over the Lostock, old photographs show that this was originally a narrow hump-backed bridge. Just over the bridge on the right lay the site of the local public house, the George and Dragon. Its position had probably been governed by the presence of a spring coming from the earth bank at the rear. The pure water would have been used in the brewing of beer. No sign of the building remains and no photographs have ever been found.

Cross the road from the site of the pub to a stile, this leads to Mill Street the site of six mill cottages: no sign of these buildings remain. They faced the Lostock, with a track running in front, and consisted of two rooms up and two rooms downstairs. From the lack of room between the track and the steep earth bank, the buildings could not have been very large. The back-yards must have been tiny and the front gardens lay between the river and the track. A portion of stone wall built into the steep bank can still be seen. One of the blocks of stone was examined and found to be the stone weight from a cheese press. A communal privy was housed in this area. A path led down to the privy with a gate, the posts of which still exist.

Just upstream from here the housing for the water wheel can still be seen. The site of the mill lies just beyond this point but nothing visible remains of the building. On the opposite side

of the track a double hedge can be seen. Is this the remains of an old enclosed path? Just before a stile into a field an overgrown depression is all that remains of the Mill Lodge. Just over the stile the site of the feeder channel runs along side a hedge on the left. It is difficult to imagine how the water could have been diverted from the Lostock seen far below: The 1845 O.S. Map shows that a mill-race ran along this hedge. Upstream from the mill, 1500 yards, the route of the mill race joins up with the river, the position is indicated by a pile of dressed stone blocks. Some of these blocks had slots cut in them, these would have been part of the sluice gate assembly: the 1845 Map shows a sluice and gate in this area. Water taken from the river here would have run along the mill-race and kept the mill lodge filled.

Leave the Clayton Bottoms area to follow the pleasant riverside path towards Whittle-le-Woods and the site of the Lower Kem Mill ruins. The 1838 Tithe Award for Whittle-le-Woods and the 1845 O.S. Map both show that the building on this site formed a print works. At this period there was a weir, a mill-race, a water wheel and a mill lodge. A single building called Greenfield House stood near the lodge. In 1896 a brick chimney was erected but was demolished along with Greenfield House when the Central Lancashire Development Corporation bought the land in the 1970's. A brick bridge built on massive girders was constructed to span the River Lostock. For what reason? The filter beds are situated just to the north of the bridge and are still visible, full of stagnant water. The bridge also still stands. In 1914 the works was owned by a Mr J. Cunliffe and on the 14th October 1914 a fire destroyed the majority of the works and was described as the largest fire ever seen in Whittle. This finished off the print works and no restoration was attempted, the land and remaining buildings were allowed to fall into disuse. The land was later used to winter sheep - the grassed over lodges would have made ideal grazing - until it was bought by the Development Corporation. In the summer of 1983 the combined efforts of schools from Leyland and Preston excavated the remains of the Print Works under the direction of Mr John Hallam, Consultant Archeologist with the Central Lancashire Development Corporation. Some of the items uncovered included samples of burned cloth, pottery, and part of the sluice gate wheel: the site is mostly grassed over now.

Coming to the far eastern end of the site and looking over a low stone wall alongside the Lostock can be seen, on the opposite bank, the remains of a sluice gate. This is where the water was taken from the river and, following along the mill-race, it passed Greenfield House before entering the mill lodge. Walking back towards the main ruins along a track, the site of Greenfield House can be seen just after crossing the mill-race via a small bridge. A few fruit trees are all that remain of the garden and orchard, these lay just north of the house. From here the large mill lodge can be seen. Now completely empty the earth banks can be examined. A secondary bank cuts the lodge in two. This embankment is lower than the larger surround and would not have been visible when the lodge was full. Could this be the limits of an older, smaller lodge? The auxiliary lodge stood on the opposite side of the track as mentioned earlier.

The remains of a stone wall stood at the eastern side of the lodge and this is where the buildings backed onto the lodge. It is here that the 1845 O.S. Map shows that a water wheel was housed, however, no sign of the wheel remains although some pipe-work can be observed sticking through the stone wall. Just to the left of this spot the remains of a wooden box-shaped sluice has been excavated. There had once been a gate on the lodge side and an iron wheel had been discovered near by: this was probably the wheel for controlling the flow of water from the lodge. The sluice continued through the stone wall into what would have been a workshop where a gully can still be seen crossing the floor of this building. Some rusted foundation bolts seen on either side of this gully would have been used to fix machinery down used as part of the printing process. The gully leaves the workshop and re-enters the River Lostock just upstream from the large bridge mentioned earlier. There was several partially standing walls in this northern area and some of the stone flooring is also visible. A photo of how the mill looked before destruction in the 1970's can be seen on page 9 of Mr George Birtill's book - "Lets Take a Walk".

Walk back along the path passing the heavily overgrown filter beds and, half way back, cross a fine old wooden footbridge on the right. After a stile follow a hedge on the right up the hill to eventually come up behind Lower Wood End Farm. A stile by a gate leads through the farmyard passing the well built stone farmhouse. This was the traditional home of the Crichlowes a well-known family of Roman Catholics. The farm access track leads to Back Lane and the Ley Inn stands opposite: this public house was converted from Higher Wood End Farm.

Turn left down Back Lane and eventually come back to Clayton Bottoms and the car park.

G. THOMAS

ACKNOWLEDGEMENTS

Tithe Award Whittle-le-Woods, 1837
Ordnance Survey 6" Map, 1845
Charities of Lancashire - Leyland Historical Society Library
'The Clayton Water Mill', Lailand Chronicle No.26
'A Clayton Will of Local and Numismatic Interest' - Lailand Chronicle No.28
'The Authentic Map Directory of South Lancashire by James Bain - Leyland Library
'Lets take a Walk' - George Birtill
Leyland Guardian Newspapers
Miss Elizabeth Mackenzie - Warden, Cuerden Valley Park
Mrs Maureen Walmsley
Mr George L. Bolton

"GIVE US BACK OUR ELEVEN DAYS"

- A Note on Historical Dating -

On the evening of Wednesday the 2nd September 1752 Britain went to bed as usual but when the nation awoke it was the 14th of September! The people were enraged holding great meetings and going about in processions crying "Give us back our eleven days"! This strange episode in British history had come about because it had been decided that 1752 should be the year to change from the Julian to the Gregorian calendar.

The Julian calendar had come about in 45 B.C. when Julius Caesar invited the 'Alexandrian astronomer, Sosigenes, to reform the lunar calendar which at that time had an error of some ninety days. Sosigenes devised a year of 365 days with an extra day every fourth year (leap year) giving an average year of 365.25 days compared to the Tropical year of 365.242199 days. The difference gradually produced significant errors and was a full ten days in 1545 when the Council of Trent authorized Pope Paul III to take corrective action. However, it was 1582 before the actual correction took place when Pope Gregory XIII directed, as a result of studies by the astronomers, that ten days be dropped from the calendar that year, and that the day after 4 October 1582 should be the 15th October. This is the Gregorian calendar in use to this day. The error that remained, 0.0078 days per year, or, 3.12 days per 400 years, is accounted for by making three out of every four centennial years Common years, i.e. not leap years. The rule is that centennial years should not be leap years unless divisible by 400. The year 1600 was a leap year, 1700, 1800 and 1900 were not, but the year 2000 will be. The remaining error of 0.12 days per 400 years need only concern future astronomers!

In Britain in 1752 it was decided on another reform, that of fixing the beginning of the Civil or Legal year. Although the historical year already began on January the 1st the civil or legal year had, since the 14th century, begun on the Feast of the Blessed Virgin Mary (Lady Day) the 25th of March. In and since 1752, the civil or legal year has begun on January 1st, this has given rise to difficulties in historical dating. Prior to 1752 the year was from 25 March to 24 March - this means that in deeds prior to the change, the dates 1 January to 24 March inclusive are one year behind the historical year. A deed dated, for example, 27 February 1734 was, in fact, 27 February 1735 by our present reckoning. Since Britain was 170 years later than many European countries in changing from Julian to Gregorian, it became the practice to refer to the two calendars as the Old Style (O.S.) and the New Style (N.S.) so the dates in the example given may be written 27 February 1734 (O.S.) or 27 February 1735 (N.S) to avoid confusion. Since it was the change of date of the start of the year that caused the confusion and not the change to the Gregorian calendar, the words Old and New Style have been used in a sense which is not strictly correct, but nevertheless expressive. In present historical writing any date of 1 January to 24 March inclusive in years prior to 1752 should be shown as, in our example, 27 February 1734/5.

It is interesting to note that although Britain was 170 years behind the Catholic States that changed to the Gregorian Calendar in 1582 other countries were even further behind. To quote a few: Japan in 1872, China in 1912, Russia - after the revolution in 1917, and, last of all, Greece in 1923.

One other relic of 1752 is the start of the Income Tax year on April the 6th - April 6th (New Style) being March 25 (Old Style) - those eleven days that we never did get back!

W. E. WARING

'GATHER UP THE FRAGMENTS'

For many years a plot close to the Farington graves in Leyland churchyard was marked by a simple stone cross laid on the ground. Recently the turf surrounding the cross has been removed revealing a sandstone slab with the inscription 'Gather up the Fragments'. Although the cross and the slab are of dissimilar stone the way the inscription is written suggests that they are of a piece.

Our president, Mr William Rigby, after examining the stone recalled a story told him by his grandmother "that children playing in sand in Mill Street, Seven Stars, had found bones and had been kicking them around. Having established that these were human remains the bones were gathered, placed in bags, and later interred in Leyland Churchyard". Tradition has it that the sand had been removed when the churchyard wall in Church Road was rebuilt in 1827 and used at Seven Stars for bedding in the flag floor at the Cotton Mill there.

There is also a tradition that the cross - when only the cross was visible - marked the spot where the Vicar, the Rev. Octavius de Leyland Baldwin, wished to be buried: it being said that he did not want to be buried in the family grave. Rather than try and guess the answer to this puzzle perhaps the matter can be left here for the moment and hopefully a member will come up with the story behind this curious grave in time for the next Chronicle.

SOCIETY AFFAIRS

At the Annual General Meeting held at Prospect House on July 6th 1987, several changes occurred in the officers of the Society. Mrs E. Chaloner standing down as Chairman, Mrs E Shorrocks was elected in her place; Mr G. L. Bolton was appointed Vice-Chairman; and Mrs M. M. Wilson replaced Mrs M. Courtney as Hon. Secretary. Thanks are due to the retiring officers for all their past work for the Society. Mr William Rigby concluded the meeting with a talk on Leyland Lane illustrated by slides by Graham Thomas. Mr Rigby, with his reminiscences and humorous anecdotes, gave an interesting insight into Leyland in the early years of this century and his talk was thoroughly enjoyed by all present.

October 1987 was Local History month in Leyland: Dr. D. A. Hunt, Custodian of the South Ribble Museum, organising a Local History Exhibition at the Museum during that month, and a one-day course "Towards a History of Leyland and District" at the C.P.R.E, Worden Hall, Leyland on Saturday 24th October, this latter under the auspices of Liverpool University's extra mural department, the Department of Continuing Education.

The Local History Exhibition was opened by the Mayor of South Ribble, Councillor Alf Bannister, with representatives of the exhibiting bodies and many members of the Leyland Historical Society present. Thanks are due to the members involved with the Societies exhibits for this interesting and well received exhibition.

The one-day symposium on 24th October examined the main themes emerging in the study of Leyland and District from 'Some thoughts on Early Leyland' by G. L. Bolton, through 'The Making of the Leyland Landscape', Dr. Hunt, to 'Leyland - a Manufacturing District?', again by Dr. Hunt. Mrs E. Shorrocks spoke on 'A Lancashire Gentry Family - the Faringtons of Worden', and Mr N Norris on 'The Life and Work of Joseph Farington'. 'Vernacular Buildings of Leyland District' by Mr P. F Barrow was the concluding lecture which was followed by a discussion and questions. The Symposium was well supported by members of the Society who expressed the hope that a similar course would be held next year. Thanks are due to Dr. Hunt for his efforts in organising these two, very successful, events.

Many members also joined the W.E.A. Summer Course, 'Field-walking into Local History', with the tutors David Hunt and Graham Thomas: the course was comprised of one lecture and six walks. The walks around Leyland and Walton-le-Dale showed just how much historical evidence is there to be seen both in the landscape and the buildings of the area, a fact that can be easily forgotten when immersed in documentary research. As this issue goes to the typist the 1988 walks have just commenced.

The 'Historian of the Year' award for 1987 goes to Mrs E. Shorrocks for her article in Lailand Chronicle issue No.33 'Penwortham Workhouse 1796-1868. Thanks are due to the adjudicator Dr. J. D. Marshall Ph.D.