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Mourholme Local History Society (Charity Reg. No. 512765) covers the Old Parish of Warton containing the Townships of Warton-with-Lindeth, Silverdale, Borwick, Priest Hutton, Carnforth, Yealand Conyers and Yealand Redmayne.

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The Mourholme Magazine of Local History is issued by the Mourholme Local History Society for the study of the history of the ancient Parish of Warton, with its seven constituent townships; Borwick, Carnforth, Priest Hutton, Silverdale, Warton-with-Lindeth, Yealand Conyers and Yealand Redmayne.

The Society is named after the Manor of Mourholme, the home of the medieval Lords of Warton. Their seat, the Mourholme Castle, stood on the site now covered by Dockacres.

Yearly subscriptions £7.00 (£13.00 family or school membership) includes evening lectures, copies of the Mourholme Magazine and access to the Society's archival material.

Application for membership should be made to Mrs. Jean Chatterley, 173a Main Street, Warton, Carnforth, Lancashire.

Contributions to the magazine - articles, letters, notes - are invited. Please send them to the editor, Dr. John Findlater, 13 Lindeth Rd., Silverdale, Carnforth, Lancashire LA5 0TT

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CYCLING AND SHOOTING

John Jenkinson

Cycling and Cycling Clubs

Before considering cycling as a recreation it will be interesting to first review the history of cycles. There are many examples of old cycles in our museums so most will know about hobbyhorses, penny-farthings and the like. But it is not necessary to travel far to see a modest collection of machines dating from 1812 to the modern day. This collection may be seen by appointment at Dyno-start, in Carnforth.

It has been suggested that some sort of cycle had been devised in early times. Early Babylonian and Egyptian paintings as well as frescoes from Pompeii appear to confirm this.

A Frenchman, the Chevalier M. De Sivrac made the first cycle of modern times, in 1690. It was called the celerifer consisting of two wooden wheels connected by a backbone on which the rider sat, rather uncomfortably. This machine did not last long as it had a major drawback in that it could not be steered and could only go in a straight line.

The next attempt to construct a man-powered machine was in 1816 when M. Niepce, another Frenchman, built a machine he called a celeripede. This consisted of two equal sized wheels connected by a bar upon which the 'rider' sat and propelled himself by pushing with his feet on the ground. This machine could be steered and presumably had no brakes, relying on the rider to stop the machine with his feet. On the connecting bar the

inventor carved horses and other animals, the most popular one being a horse hence "hobbyhorse".

In 1818 Karl von Drais of Germany took out a patent for a machine called the draisine after the inventor. It was similar to the hobbyhorse. This machine was capable of being steered and, like the hobbyhorse, was propelled by pushing with the feet on the ground.

One of the first devices to make use of the machine less tiring was a gear fitted to the front wheel and worked by pulling a rope.

Kirkpatrick Macmillan, a blacksmith from Dumfries adopted the use of a brake fitted to the front wheel in 1880 thus saving the rider having to have his feet on the ground most of the time. He demonstrated his machine by riding to Glasgow, a distance of 80 miles in two days. He could attain speeds of up to 14 mph and at times overtook stagecoaches. The police prosecuted him for furious riding. Not the last person to be accused of this! He was also fined 5/- when he knocked down a girl.

Again a Frenchman, E. Michaux advanced the design of the cycle by producing a machine with the front wheel larger than the back and driven by a crank on the front wheel which was still made of wood but with iron tyres.

A representative of the Sewing Machine Company of Coventry saw what was called the velocepede or boneshaker in France and brought one over in 1871 and it was patented here.

Manufacture was started and the company changing its name to the Coventry Machine Company. The machine they made was rather heavy with a 36-inch front wheel. This was followed by the penny farthing, which continued in use until the 1900s.

Next came the Rover Safety Bike, which was chain driven with 30 to 36 inch wheels. This was followed in 1889 by the Dunlop pneumatic tyre. In 1895 a machine called the "Popular" was on the market and in 1900 the Sturmey-Archer gear was produced.

The Carnforth Cycle Company was established in 1896 in an old whitewashed building in Lancaster Road adjacent to the Carnforth Inn. A few years later the firm was producing over 100 new cycles a year. The Company rapidly developed so that in 1901 they built the first motor cycle to be owned in Carnforth and they were doing motor repairs. In 1906 they started to hire out motor cars. Two years later the Company had changed its name again and was now the Carnforth Motor Company having moved to new premises in Scotland Road. Here they still dealt in 'hand made' motor cars and motor cycles whilst still doing a brisk trade in selling and hiring-out bicycles. Another firm, Greenlands, was established in Hawk Street selling motor cycles and sidecar outfits around this time.

There are few reports of cycling or cycling clubs in the local newspapers until nearly the end of the 19th century. However cycling clubs were meeting a little before that time as the papers carried a report of the Annual General Meeting of the Lancaster Cycling Club in 1889 and 1900. In 1892 they had an outing at which about 20 of its 40 members attended. I mentioned

earlier that Kirkpatrick Macmillan was not the only man to be prosecuted in connection with cycling as in 1894 some people were prosecuted for cycling furiously in Lancaster.

In 1896 the Carnforth Club held a run to Burton and Lancaster while in the same year there was a cycle run from Land's End to John O'Groats which passed through Carnforth. The Carnforth Club held a dance in February 1900 at which it was reported, 100 were present. The ladies did not intend to be left out of things as in 1897 they formed their own club in Carnforth.

By the early 20th Century cycles were of a similar type that one saw about the time of the Second World War save for the brakes which were of the rod type and lighting was with oil lamps. The machines were usually fitted with chain guards and the ladies' ones had dress guards consisting of string like material radiating from near the front axle to the front mudguard.

I am indebted to the Bicycle Museum of Camelford, Cornwall and to Marion Russell for her books entitled "How Carnforth Grew" and "How Carnforth Steamed into the 20th Century"

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Shooting

The use of gunpowder as a propellant to fire an object goes back several centuries. The earliest recorded mechanical device for holding a match and bringing it into contact with a pan of priming powder has been traced back as far as 1411.

The earliest form consisted of a hook pivoted in its centre, with one end acting as the match holder and the other as a trigger. The disadvantage of this system was that the match had to be

adjusted as the match burnt down and in windy or wet weather the match could be extinquished. The wheel-lock gun came next consisting of a spring which was tensioned by means of a spanner. When the spring was released it brought a serrated rim of a wheel into contact with a piece of iron pyrites. The resultant spark ignited the priming powder which in turn set off the charge. This system was expensive to produce and therefore had a limited market. This was followed by the flintlock whereby a flint in a holder was brought into contact with a steel causing a spark to ignite the priming powder in a pan, sending a flame through a touch-hole to the main charge.

By 1821 a new system had been designed whereby a copper cap containing fulminate of mercury was hit causing a flash through to the main charge.The benefit of this system was that the charge fired almost simultaneously with the cap being struck and was not likely to be affected by the weather conditions. A copper cap is still in use today embedded in the cartridge. This was an improvement on an earlier and similar concept of 1806. All the early guns were muzzle loaded.

Shooting for sport was one of the earlier recreations reported in the newspapers of the day. The first report of the 19th century I have traced was in the Lancaster Gazette of the 16th September 1809. It said a licence to shoot game cost £3-3-0. It was obviously an expensive sport when compared with the wages paid to a labourer. The next year the papers gave a list of those with game certificates, which included Alexander Worswick of Leighton.

As poaching was a problem it was announced that poachers would be prosecuted and a gamekeeper was appointed for Warton in 1812.

There was obviously a keen interest in shooting for sport as periodically the papers gave lists of those issued with game certificates.

Being a gamekeeper had its hazards. In February 1828 the Lancaster Gazette reported that two gamekeepers approached two men, each with a bag and a dog. Wilson, the gamekeeper asked what was in the bag and approached to see what it contained. One man struck Wilson with a large stone, then both kicked him while he was on the ground. He was left for dead. In the meantime the other keeper had run off to get help. The two men, labourers from Grassington, were identified, charged before the magistrate and sent to the next Lancaster Sessions.

Between 1828 and 1891 19 cases of poaching were reported in the papers. In 1827 the Lancaster Gazette related there was an extraordinary number of every species of game about, including partridges. In 1831 the Gazette said that the prospect for grouse was good and in 1833 the birds, although small and wild, were abundant. Between these dates it was said that birds were scarce in numbers many having perished during severe weather.

1835 saw a report on a pigeon shoot and in December of 1850 the Lancaster Guardian reported on a pigeon shooting match at Silverdale.

By October of 1850 game licences had gone up to £4.0.10 for a year. In 1850 the Gazette contained a list of local people obtaining game licences. A similar list for 1857 was given in 1858. Another list was given in the same year of the certificates issued in 1858. The cost was still £4.0.10 but a certificate for servants was £1.7.6.

In 1860 a Priest Hutton farmer was prosecuted for using a gun without a certificate and a Yealand man was fined 10/- for trespassing on Mr Bolden's land for game.

A man made an ass of himself when he shot at a hare or rabbit but found he had shot a donkey.

A rabbit shooting match was held at the Queen's Hotel in Carnforth in 1869 and in 1873 there were two pigeon shooting competitions in Carnforth.

Glass ball shooting was recorded in the Lancaster Guardian in 1879.

1887 saw a man convicted for having no game or gun licence and was fined £20 for killing game and £10 for carrying a gun without a licence.

In 1876, 1887 and 1888 there was a shoot at Capernwray of pheasant and rabbits. The bag was 1207 on the last mentioned occasion.

TOWN END FARM STABLES, WARTON

Steven Davies

The current stables are from the mid to late nineteenth century and twentieth century (Fig. 1), with the latter constructed in brick rather than stone, which the early stables at the farm are constructed from.

Fig. 1. Current Buildings of Town End Stables

This is deduced from analysis of the construction in connection with maps and Estate plans of Warton. But there were earlier stables, which were indicated on the maps, and all that remains is an end wall that used to be part of the stables, which were of greater importance, as they showed that the horses were important to the farm. This indicates a seventeenth -eighteenth century building, when horses replaced oxen for labour on farms.

(Fig. 2) This also allegedly included a shippen attached. Therefore giving an idea that it was early, of the medieval period within the area at the earliest.

Fig. 2. Previous Building Style at Town End Stables

The development plan for the stables states that stables are not of the same style of construction as the conservation area of Warton. But there is evidence to suggest that this is just the brick buildings, as the stone stables do show similar styles to the houses and outbuildings of the conservation area. This was shown through the analysis of buildings within the main settlement of Warton of the period of the 17th and 18th century, with many of the buildings and out buildings showing different, yet distinctive architectural styles. Even with unlisted buildings in the conservation areas, courts have held that consent for demolition of the building may involve consideration of what is to take its place according to Department of the Environment (1994;2.12).

Therefore judging by the fact that the current buildings play a key element of the local area, including the view from Warton crag, giving a rural element to the conservation area. Warton has always been a rural area, and therefore by impinging on this rural element, Warton would eventually lose its rural distinctiveness. Warton is an area that should be protected, and have limited development as the roads around the area are narrow, and winding, and the site of Town End Stables may well pose a problem. This would be due to the constant movement of traffic within the area caused by the redevelopment of the area.

Therefore from all the evidence, the stables could be preserved on the grounds of the Planning Policy Guidance (PPG) notes mentioned below in the references.

According to the Department of the Environment (1991;5) it is not only the individual sites that are important, rather the ancient settlements and field systems that are of key importance to the unique heritage of the area. This therefore means that the landscape of field systems around the stables that are medieval open field systems in origin (due to the distinctive 's' shape of field boundaries). This is furthered by the point made by the Department of the Environment (1994; 2.26) that authorities should take into consideration the historical dimensions of the landscape as a whole rather than concentrating on selected areas. Which is unique in Warton, as it has a unique historical landscape for an upland area, as according to Tiller (1992) upland areas do not have open field systems. This means therefore that the landscape as a whole in Warton needs to be protected, and a key element of the landscape is the buildings. This is furthered by the fact that with the rural populations, then rural industries need to be

protected, and jobs and recreational activities should be offered to an area. With the stables being in existence, then a key element of local recreational activities offered include horse riding, and a place for people to keep their horses and take care of them. Classrooms are also available for the teaching of the students at the stables.

Any area that is demolished without full consent from the council can be fined up to £20,000, which can be increased if the area demolished is deemed as being of more exceptional quality than the fine granted originally for the demolition of the site.

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HAND-LOOM WEAVING IN WARTON THROUGH THE CENTURIES

Michael Wright

Weaving was an active cottage industry in Warton parish for many centuries until it disappeared in the middle of the 1800s. It is an activity typical of the subsistence economy that was practised in our area in medieval times and extending into early modern times. Not only could flax and hemp fibres be prepared, spun and woven locally, but the raw materials could be and were grown here in the past. Field names that survived to be recorded in the Tithe Award schedules of 1846 refer to Line Dales where flax was grown, and much more frequently to various Hemplands.

The Seventeenth Century

Collecting detailed information about the industry is not easy, but the numerous inventories that survive from around the seventeenth century give many clues. The evidence was reviewed in "How It Was" (pages 144-147). Stocks of hemp fibre were mentioned in nearly half of Silverdale's seventeenth century inventories, and a third of the Yealand inventories. Lucas, the Warton historian, comments that at around the end of the seventeenth century there was "..scarce one Freeholder, Farmer or Cottager in this whole Parish, but who has a Hempland .." The initial stages of preparation of the fibre involved soaking it in water-filled pits (usually on the peat mosses) to rot it, the process known as retting. This led to conflicts of interest, since the peat-mosses needed to be well drained to facilitate peat-cutting. Such conflicts were aired in the manor courts and appear in the records.

Nearly one-quarter of the parish's seventeenth century inventories mention spinning wheels, and it is very likely that many of these were used to produce thread from the treated hemp crop. Spinning was an occupation that could be carried on in the winter when the weather could limit outdoor work. It was suggested in "How It Was" that some of the spun hemp fibre may have been used to make string and fishing-nets. Weaving was a specialised occupation and required, in the loom, equipment that was not so much expensive as very bulky. It needed a special workroom and good light to work in. It is not surprising, therefore, that only eight inventories from the seventeenth century were found to mention looms. Some of these weavers no doubt wove the hemp thread from parish spinners to make harden cloth, a very hard-wearing material suitable for work-clothes. One or two inventories mention "cloth at Webster", indicating that the spun fibre was passed on to specialist weavers to make up into cloth.

Flax, the raw material for producing linen cloth, is far less frequently mentioned in the seventeenth century inventories than hemp. In fact only three per cent of the parish inventories refer to stocks of flax. This suggests that it was no longer widely grown in the parish, though some is known to have been cultivated for the sake of its seed, the source of linseed oil. While flax may not have been much grown any longer in Warton, it is likely that some was imported from Ireland and the Baltic. These sources had proved very competitive with locally grown crops especially for those districts close to Lancaster port. No doubt some imported flax was being spun and woven in Warton at this time, as well as hemp. We also have a record of at least one "Woolen Webster" - John Lucas of Warton (Will dated 1676).

Weaving in the Eighteenth Century

Details of occupations become more difficult to find in the eighteenth century and much reliance has to be placed on the parish registers. From 1718 until 1727 the Warton registers record the occupations of the fathers of baptised infants, of the husbands in marriages, and of deceased males at burial. This information ceases abruptly in 1727, but starts again for marriages in 1754, and for burials in 1770. From this limited source it is evident that at the beginning of the eighteenth century a small cottage-weaving industry persisted especially in Priest Hutton, Borwick, Warton and Lindeth. In the latter part of the eighteenth century there was weaving in Warton, Borwick, Yealand and Silverdale. More detailed research into family histories including wills, supplemented by information from Lancaster's Freeman Rolls and other records, would uncover more weavers from this period. For example, Margaret Bainbridge has written about the Jackson family of weavers. John Jackson of Silverdale (who died in 1781) and his four sons William (1735-1795), James (1737-1783), John (drowned in the bay in 1787), and Thomas, were all weavers, and all became freemen of Lancaster in 1773.

As to what was being woven in Warton in the eighteenth century we have firm evidence that harden cloth was one product because Enoch Fryer of Silverdale was paid £36 13s for two batches of harden by the Lancaster merchants Abraham and John Rawlinson in 1786. This cloth, consisting of 18 pieces each 33 yards long, and 22 pieces, each 36 yards long, was exported across the Atlantic.

While there is firm evidence for the weaving of harden in our parish, it is likely that linen was also woven here in the latter part of the eighteenth century. At this period the increasing

imports of flax arriving at Lancaster led to a general increase in the domestic industry throughout northernmost Lancashire. It is unlikely that flax could be grown locally at a competitive price, despite government encouragement because of worries about continuity of supplies of a commodity that was considered of vital importance. As hostilities with France grew, large quantities of sailcloth were required, and at the same time, supplies of flax from the Baltic became less easy to import through hostile seas.

The Nineteenth Century

From the start of the nineteenth century parish registers include details of the occupations of fathers of baptised children, husbands at marriage and deceased at burial. In 1813 the system of recording was put into a standardised format, and occupations of the fathers of baptised children are consistently and reliably recorded. This source gives us the occupations of some two thousand Warton men between the years 1813 and 1840. In 1841 we have much more comprehensive information on occupations in the national census. The succeeding censuses in 1851 and 1861 record the final decline of cottage weaving in the parish.

In the early years of the nineteenth century the linen industry was booming. Locally imports of flax, mainly from Ireland, came to Lancaster, and sailcloth was one of the most important local products. Flax-dressers dealt with the imported raw flax and prepared it for spinning and often supervised the later weaving stage. This gave them a status and pay, higher than the weavers. Machinery to spin flax was invented by John Kendrew in 1787, and mechanisation gradually took over from cottage-spinning. The handloom weaving survived for much longer, though with diminishing status and wages.

Developments at Yealand

It is in the first decades of the nineteenth century that flax and linen became important to Warton parish, and especially to Yealand. Much of this was due to the Waithman family, who had invested heavily in the linen industry. The Waithmans were related to John Kendrew, who invented machinery for spinning flax. Flax-spinning was introduced at Bentham, and later by Joseph Waithman and Charles Parker at Holme Mills. And in Yealand, their home village, the Waithmans set up a small flax-dressing mill in the village in 1825. This was powered by a steam engine, presumably fuelled by coal carted from the Lancaster canal. The activity in Yealand is reflected in the occupations recorded in the parish registers. Several flax-dressers are listed in Yealand from 1802 to 1835, but with the majority from 1824 to 1833. A few are recorded in Warton. We know that there was also an extensive cottage-based weaving industry and the cottages adjoining the small flax-dressing factory in Yealand Conyers have been identified as weavers' cottages. The number of weavers mentioned in parish registers rises to a peak in Yealand between 1807 and 1819, with similar but much smaller increases in Silverdale and Warton. After 1819 there is a large drop in the number of weavers, but some activity continues, with late increases in the 1830s in Warton and Yealand. Machine weaving had still not fully replaced hand-loom weaving, but the trend to mechanisation was clear, and weavers at this time had to accept lower wages to stay in business.

The Last Days of Handloom Weaving in Warton

The final phase of handloom weaving is recorded in the census data for 1841, 1851 and 1861, and the numbers of handloom weavers in each township are as follows:

Number of Weavers in:	1841	1851	1861
Borwick	0	0	0
Priest Hutton	14	9	1
Silverdale	1	0	0
Yealand	7	3	0
Warton with Lindeth	7	2	0
Carnforth	0	0	0

The 1841 census shows a resurgence of weaving in Priest Hutton, with smaller scale activity in Yealand and Warton. But already the Silverdale workforce is reduced to a single weaver, and by 1851 the total for the parish is only fifteen, nine of whom are in Priest Hutton. In the 1861 census one solitary weaver remains in the whole parish, in Priest Hutton. Mechanisation of linen weaving had taken over, and the ancient cottage industry of handloom weaving in Warton had ended.

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SILVERDALE WOODCUTTER

This is a true story of a Silverdale woodcutter and his wife, their troubles, their fight for life and peace, written by Jonathan Walling, Sexton to the Parish of Silverdale under the Parish of Warton.

"Early in the year 1834, I killed two fat pigs for Joseph Balderstone, woodcutter of the Green, and hung them up in the kitchen. In the afternoon the same day, the chimney got on fire, set the thatch on fire, burned the roof, furniture and pork to a cinder. That night, Joseph Balderstone and Nancy Balderstone with their nine children, were possessed only of what they stood up in.

With some rags and old clothes given them by friends and neighbours, they proceeded to an old hull up Whinny Lot side, behind Know Hill, there; a few nights after that a storm arose and carried off a great part of the roof, this fell in upon the straw they were lying in.

In the middle of the night they went to Bottom's farm, tenanted by Richard Hodgson, Overseer at that time. He wanted them to go to Leighton Beck into an old house in Gatebarrow's Wood, but they both refused and crept into his peat house out of the storm and there remained a good long time.

Next morning, Nancy Balderstone went to see her half brother Joe to beg his fire to cook breakfast for herself and her family. This was granted and a meal provided. During the time a conversation took place, Joseph Walker told Nancy Balderstone she could go up his lot and pick a spot to build herself a house

upon, but Nancy Balderstone made straight for Magson Wood to where her husband was at work.

Joseph Balderstone then gathered his tools together, carried them across the lot to John Walker's farm at Green, where he placed them safely away for a good long time.

Then Joseph Balderstone and Joseph Walker set out on the lot and picked the spot to build the house on, and Joseph Balderstone started work that day.

Now Nancy Balderstone being determined that she would do her best to maintain herself and family, set out in search of work, she had for a good number of years been dairy maid to Richard Gillow, Esq., of Leighton Hall, and was married from that place.

In her round she met the Squire himself and told her tale, three day's work each week was granted and soup for her children.

A few days after that, Richard Gillow, Esq., rode up to Joseph Balderstone at work and a conversation took place. A week or two after that, Richard Gillow, Esq., was foreman of the work and his orders were obeyed.

When they were ready for building, Richard Bolton did the walling, Richard Gillow, Esq., was foreman, and Joseph Balderstone was the labourer, and worked almost day and night.

Richard Gillow, Esq., gave orders to his men to cut the timber in his wood and cart it up the lane. A new sawpit was erected in the lane to cut what they required. Richard Gillow, Esq., went round to all his farmers, they sent their carts to Hutton Roof for flags to cover it in. Richard Gillow, Esq., provided a dinner and beer for the men when this was done.

Nancy Balderstone, with six of her children, went to take possession of their new home, no doors, no windows in, they found it already tenanted. There in the middle of the house floor was a man on horseback, a small round table set, cloth spread,six pots, two cups and saucers, a lady in waiting. The man on horseback had his tea, paid up his rent and departed, leaving Nancy Balderstone in possession of her new home, while the men boarded up the windows.

A few weeks after that Richard Gillow, Esq., became a drover, he was seen by his men and his farmers to drive a heifer from his Park, across the Moss, on the road and turn it up a lane. Now Joseph and Nancy Balderstone both being hard at work, he gave this to their youngest daughter Jane, and told them to watch and feed it in the lane.

Joseph Walker heard of that, he went across the top and gave orders that it should graze that night on his lot. A month or two after that, in the opening in the fence, it broke its leg in a clink. Michael Middleton came and took the heifer home, to make what he could of it.

A few days after that, the Squire came again, and a conversation took place. Then Nancy Balderstone went outside

Hornby, formerly her grandmother's place. She brought home a new calfed cow, but had not to graze on Walker's lot, the small Teemsholme lot had been prepared and was waiting for the same.

In 1844 Joseph Balderstone had four cows fed upon the road, down about Pool Bridge. One hot July day, they began to cad, one slipped upon the bank and put its shoulder out, that is buried under the ash tree in Willon's lot, right opposite the opening in the fence where the Squire's heifer broke its leg.

In 1856 Joseph Balderstone was taken bad in Middlebarrow Wood, he proceeded home and went to bed, that brought him to his senses now. He sent his youngest daughter Jane to bring Mr. Hadfield and Joseph Walker over again. Then Joseph Walker sold the ground to Joseph Balderstone for £5. He had the deeds drawn up in the presence of two witnesses, to which he put his hand, and in his pocket, put his gold. A few weeks after that, Joseph Balderstone died, he left his widow Nancy, the house and ground, nine head of cattle, a horse, and two fat pigs, for she had worked with her hands, he had felled with his axe,and they had fed upon the road.

Signed by
ISAAC WALLING
3rd day of March, 1857."

[This was copied from 'Keer to Kent' by kind permission of Barry Ayre]

ORAL HISTORY: Anthony Watson Chalmers

John Findlater

Interviewed 21.2.1995 at his home 4 Park View, Millhead.

Anthony Watson Chalmers, always known as 'Tony' was born 21.1.17 in Watford, Herts. His father was a clerical worker on the railways, a frail man from Carlisle who moved about a bit, going south to Walsall, then over to Ireland and then to Watford where Tony was born.

Tony attended a council school in Watford. He had a leaning towards engines but failed in examinations to go to Technical School, so his parents paid for his attendance there from aged 13 to 15. In his opinion it was a very good course, combining a mixture of ordinary schooling and technical subjects. One of his teachers, an ex-RAF instructor commented "this student is essentially practical". There was no formal certificate at the end just confirmation that he had completed the course satisfactorily.

Jobs were extremely difficult to find at that time. Tony's father took him to a 'high class' garage in Clarendon Rd in the hopes they might take him on as an apprentice but there were no vacancies. He applied to United Dairies to be taken on as an apprentice and was accepted into their Transport section for training, at Willesden, to which he travelled daily by tube. The apprenticeship was for seven years. He did not have to pay as was the case in some apprenticeships, but he was paid a pittance wage. At that time the firm had about 3,000 vehicles nationally - many tankers which had to be kept on the road, no matter what - and the

Transport division deployed its engineers in teams all over the place.

Then his apprenticeship was cut short because Tony's father took early retirement and the family moved to Lancaster in 1935. There Tony was taken into a small repair business by a relative and the family lived at Potts Bungalow in Coach Rd, Warton. In his leisure time Tony liked best to be racing around the district in his Austin Seven. He was advised by Norman Clayton, landlord of "The Nib" at Millhead, to join the TA when recruiting was taking place in May 1939 and war was on the horizon. This gave Tony some choice, as Norman had foreseen, and he was able to go into the mechanical side of the forces, when he was called up later.

Tony was on church parade in Dallas Rd, Lancaster, that Sunday morning, September 3 1939, when war was declared and it was announced on the radio. He remembers that some of the nurses, also on parade, were in tears. Within two weeks he had been called up into the army proper, mobilised, promoted to Sergeant and was on his way to France. The thing that has stuck in his mind ever since was the impression he had at the time that a tremendous amount of planning had already taken place and the process of mobilisation worked well: their equipment was all in order, they had had their 'jabs' and had been moved in a smooth operation. By the 1st of October he was part of the 18th Field Regiment Royal Artillery with twelve guns which later was making for Brussels. But it seemed that before long the troops were forced to turn back by the Germans, and the fall back in the end became a helter skelter retreat towards the Channel ports. In the course of this they were attempting to use their guns and, as

was the custom, the officer went forward to site the guns accompanied by the Sgt/Major on a motorbike. The officer was Alec Barker also from this area (later owning Warton Hall Farm): he was captured by the Germans; the Sgt/Major got away but the guns were lost. Tony then spent three days and two nights in the complete confusion of Dunkirk beach before he and another Sergeant were taken off the mole on a destroyer to be taken back to England and he 'never got his feet wet'. At Dover he was entrained for Okehampton in Devon a 'firing camp' and RA depot. The Sergeant/Major shot himself because he thought he had let his mates down. Tony was a member of the burial party which had to put the suicide victim in unhallowed ground.

At this point, like others with engineering experience, Tony was 'creamed off', sent to Nottingham and transferred into the REME as an artificer at Chilwell to do a course, which he passed. Thereafter he had the hammer and sickle badge of the engineers attached to his uniform. His former regimental mates had been sent off to Singapore where they fell into the hands of the Japs, so he was certainly lucky there.

It was at this time Tony married Marion, his Carnforth girl friend, originally from Preston, who lived in Preston Street with her parents but, for war work had been called into the Fire Service and spent some of her time in Barrow. But Tony was then posted to the 50th Scottish Division near Ipswich as Warrant Officer Class 2. Later he was moved to Gateshead and then to Gourock and, without leave, embarked for the Middle East towards the end of 1941.

Arriving in Egypt Tony and his comrades went forward into the desert only to do an about turn, temporarily to Haifa before going back to Tel-el-Kebir. He then found himself posted to the other end of North Africa travelling by Dakota to AFAQ at Algiers and was commissioned as an officer on the staff (a glorified office boy) of the REME Major/General under the command of Brian Horrocks C.O. 13th Corps. Horrocks said to him "I promise you that you can go to war". As a result he was sent from Algiers as part of a detachment of 30 with the 12th Army, where he saw a good deal of action with a crack regiment in Italy. He had some leave in August 1945 in Austria and was back there again and left for England 10.3.46 and demobilisation which was a very disorganized business.

Tony confessed that the strain of it all caught up with him. He suffered from 'battle fatigue' a curious disorientation which persisted through into 1947 and Dr Jackson even put him to bed for a while. He thinks that "when you have been with a crack regiment with good comradeship and you see a good deal of action and people perish and everything seems to disintegrate the experience produces great anguish."

Norman Clayton had started a small car repair business and sold from a petrol pump from a tin hut with a space for two vehicles behind the Nib. Tony joined him and they acquired the old chapel at Millhead and land in front of it abutting Warton Rd after rearranging small packets of land - and at a later date the lodging house would be acquired also, as they built a garage business. The very high wall along Warton Rd which had been put up at Edward Barton's insistence was reduced to about three feet, and in the course of the work it was discovered that lumps of

slag had been incorporated as building material! Alf Robinson also returning from REME. joined the firm and in 1952 Michael Woof became the first apprentice; in 1954 their first car lift was installed.

Norman Clayton died in 1954 and Tony acquired the whole business and expanded it, having a staff of 11 (including Marion who did the office work). To begin with after the war very few new cars were available for selling but as soon as the situation eased Tony began to sell first Fords then Morris cars. He also sold petrol, at first it was 'pooled petrol' and then as brands became available and competition developed he sold these.

Tony felt he had been in the business that suited him best. He had had a marvellous staff to support him. At first he and Marion had lived with his widowed mother and his sister in a flat over Barclay's Bank, in Market St, Carnforth. Then they bought a house in Victoria Street, Carnforth looking onto the cricket pitch until 1959 when they moved to 4 Park View in Millhead. His hobbies were car rallying, golf, railway enthusiast (he was involved in Steamtown) and keen on road steam engines, owning such himself. He also joined the Carnforth Rotary Club soon after it was formed and was President in 1961. Having no children and finally deciding that his business was turning out to be such that he was barely achieving more than making sufficient to pay the wages of his employees with little left over, he planned to retire early and he finished in 1976.

In his opinion Carnforth had always presented as a "bedraggled sort of place" but he had found the people the salt of the earth. Somehow Carnforth had seemed to be rather run down

at the end of the war, it had never rallied very much and seemed to enter a sort of decline as its railway status diminished. The railway strike in the fifties with enormous internecine bad feeling had made things worse, and saddened him.

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Tony suffered from Parkinsonism in his later years and died on Nov 2 1999 at his home.
When his funeral service took place at Carnforth Congregational Church in Hawk St a friend had brought one of the steam engines which Tony had owned and parked it in Hawk St as a gesture of respect for Tony: it was quite a sight.

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Ken Greaves

At our January evening meeting, our chairman, Joan Clarke, announced that Ken Greaves had died. Among his many activities Ken had, for many years, been a stalwart of the Mourholme Society, amongst other things serving as Chairman. Ken had suffered ill-health for some time which prevented him from being with us in recent years. Those of us who had. the good fortune to know him had good reason to appreciate his sterling qualities and are saddened by this loss. We send our sincere condolences to Robin, his widow. We hope to see more of Robin in the future.

Programme 2003-2004

Summer outdoor meetings for 2003.

June 12 (Thursday) A Historic Walk in Hutton Roof
Led by Kath Hayhurst. Meet at 7 pm at the church in Hutton Roof
£1 per person.

July 19 (Saturday) A Guided Tour Round Furness Abbey.
Guide - Mrs. Alice Leach. Meet at entrance to the abbey at
2.30 pm . Entry charge to Abbey £2.80 each (concesions £2.10).

If anyone needs further information, or needs transport, please phone Michael Wright (01524 701258)

(Meetings in Yealand Village Hall, 7.30 pm)
2003
September 11th - E. Greenwood. James Jenkinson & the early Lancashire Botanists
October 9th - D.Nelson. History of Shoes
November 13th - Mike Humphreys. Ruskin
December 11th - A Collector's Evening and Jacob's Join
2004
January 8th - Dr. I. Saunders. Maps & Mapmaking in the North West
February 12th - Helen Day. North West Food at Home, Work, on the Streets and in Cookery Books
March 11th - Vicky Slowe. Gillow's Furniture
April 8th - AGM