

Upper Eden History Society

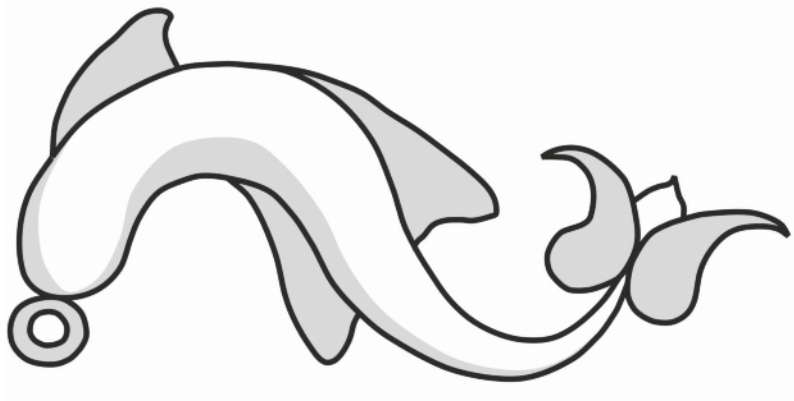
# The Record

Lectures and Visits

2021-2022

## Committee 2022

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# Editorial

Welcome to the 2021-2022 edition of the Upper Eden History Society's *Record*. This is an informal account of our meetings, each from one person's viewpoint. The recorder's name is at the end of each report.

Following the expected easing of Covid-19 precautions, the committee decided to resume normal lecture meetings, but there was to be a change. The availability of KSGS's coffee room was uncertain so we looked for an alternative. The Upper Eden Baptist Church, (then also being used as a vaccination centre) seemed a possible solution, and so it proved. It also allowed us to revise our usual meeting times, to ease the problems encountered by speakers and attendees, of after dark travel in winter months. So, the first and last meetings would be in the evening, but all the intervening meetings would be in the afternoon.

This seems to have worked fairly well, so the same pattern is being followed for the next year of meetings.

As usual, over the *Record's* year, our recorder, Tricia Jagger, has reported on the monthly meetings, reverting to her previous skill of taking notes in the dark, backed up by the videocam recording of each meeting, made by her husband, Keith! The accounts for the summer visits meetings were supplied by whoever was their leader/planner. I would also like to thank Anne Taylor for proof-reading the almost-final copy of this *Record*, and as well as making some other useful suggestions.

We welcome new committee members. If you would like to volunteer, please talk to one of the current committee members.

Illustrations have been taken from the speakers' presentations, where possible, but also from other internet sources or, for the outings, specially taken photos by members

*Dave Williams*



# Live presentations

Monday 18 October 2021

## John Robinson (1727-1802) The Appleby boy who ran the country

Andrew Connell



Meeting for the first time in their new venue, Upper Eden Baptist Church, members of the Upper Eden History Society were pleased to welcome again Appleby historian Andy Connell. Once Mayor of Appleby, Andy is now Chairman of Eden District Council. These two

roles have given him valuable insights into the career paths taken by his subject: John Robinson.

Appleby born and educated, John rose to become surveyor general of King George III's oak plantation. Andy began with a portrait of this

veteran statesman of the 1790s. Earlier in the century and living during the struggles between great wealthy families, the Tuftons and Lowthers, John's father was instrumental in using his political skills to enable his young son to gain education and advancement. John left school when he was 16. He went to Sockbridge, becoming an effective man of business for the Lowthers.

Beginning his career as a lawyer and accountant, John Robinson's elevation was certainly due to key influences he had along the way. His aunt had married into the Wordsworth family and he found work serving the Lowthers following his marriage to a London merchant's daughter in 1752. In 1765 John rebuilt the White House in Appleby and entertained Lord North, the prime minister, there. Clearly, John had impressive and important contacts. These led to his having a second career; from 1764-1802 he was an M.P. during which time, in 1770, he became Secretary of Treasury. This latter made him "a lynch pin" proclaimed Andy. Some three years later, a quarrel with Lowther concerning local patronage erupted and led to a challenge to a duel; this, Robinson turned down then resigned the post of law agent to the Lowther estates. He was succeeded in it by his first cousin, John Wordsworth, the poet's father.

Having now moved permanently south and around the year 1780 sold

most of his property portfolio to the Earl of Thanet (whose hold on local parliamentary votes was thereby strengthened). John Robinson held the secretaryship of the Treasury until 1782. He found another seat in Parliament; this was for the safe government borough of Harwich which he represented from October until his death. While in office, he was the chief ministerial agent in carrying on the business of Parliament and he was the medium of communication between the ministry and its supporters. Not surprisingly, such work made Robinson a target of Whig satirists among others. He declined to back the Fox-North Coalition then, upon his retirement from the post of secretary of the treasury, came into a pension of £1,000 a year.

Robinson declined a peerage in 1784. However, in 1787, William Pitt the Younger appointed him surveyor-general of woods and forests. A favourite of George III, he planted millions of oak trees at Windsor. Another bequest of his remains a letter on enclosures sent in 1794 to Sir John Sinclair, the chairman of the Board of Agriculture. John Robinson died of apoplexy at Harwich in December 1802 and was buried in Isleworth where he is remembered as a benefactor. He also left books to grammar schools in Harwich and Appleby.

History barely remembered John Robinson. In Appleby history he is

mainly just a name. It was an article in his university that caught Andy's eye. John Robinson had apparently kept everything and student Andy found copious letters in a scrapbook. These and further research in the British Library enabled Andy to write his articles. The fact that John played no influence in the contest between Whigs and Tories and in fact never speaks of them means that he is no more than a man from Appleby. We are indebted to Andrew for his

scholarship: through him, John Robinson and his remarkable achievements will not fade from our view.

*Tricia Jagger.*



Monday 15 November 2021

# How Cumbria Contributed to the Medical Needs of World War I

Richard Preston



As a geography teacher with a passion for the First World War, Richard Preston centred his research on how the civilian population helped with medical needs, co-operating between the Red Cross and St. John's Ambulance Brigade. The information Richard gave to The Upper Eden History Society covered the area which is now Cumbria.

War was declared on August 3rd 1914. The reservists were called up. The British Expeditionary Force was taken to the south coast before the soldiers were shipped to France and Belgium. They arrived on the 12th of

August and on the 24th the Battle of Mons was fought.

“War came to Barrow very early”, Richard found. He initially centred upon Barrow Schools which were used as hospitals where they treated early recruits who for example, when wearing army boots for the first time, had great trouble with their feet. Such problems were seen at the outset of hostilities. The workhouse there as well as in Fusehill at Carlisle were both used as hospitals taking the most serious casualties. The Scouts were asked to provide sentries day and night to stop noisy traffic and shouting hawkers.



The war hospitals were run by the army which organised itself into Counties. The Regular army had the nursing services but the territorials were left out of this organisation. To overcome this situation the territorials created a unit called "Voluntary Aids Detachment" whose purpose was to provide first aid and transport. Cumbria had 41 separate units which were organised by either The Red Cross or St. Johns Ambulance. By the end of the war Cumbria had 2,000 VADs.

Males volunteering in Penrith in the first fifteenth months of the war totalled 90. Sixty one of these left and joined the army whilst only three became full time VADs After 1917, volunteers had to be either under 18 or over 40 years of age. Richard spoke of one particular volunteer called John Monkhouse who lived at Hutton-in-the-Forest and was described as farm servant. He volunteered as a VAD on 31st August 1914. In September 1915 he joined the 91st Field Ambulance Unit which specialised in injuries caused by gas attacks. In October he was moved to the Western Front. John was awarded the Military Medal in February 1917 but sadly, by July of that year he was in hospital with TB before being discharged from the army; he died at home from the disease in 1918.

Richard then talked about a female volunteer called Peggy Bousfield who was born in 1891 in Kirkby Stephen. In 1911 she had become a

school teacher in Penrith then by 1915 she had become a qualified VAD nurse working in Penrith Auxiliary Hospital. Peggy married in 1920 and lived to be 86.

Soldiers who were recovering from their wounds would occasionally be taken from the Penrith hospitals to Shap Wells Hotel where a day's entertainment was provided.

The VAD units had a large number of vehicles at their disposal ranging from actual ambulances to adapted lorries and buses. Some loaned private cars, often with chauffeurs. These transported wounded men from the trains to the hospitals. Petrol rationing was a problem but fuel was eventually supplied by the Army although the full commercial price still had to be paid. Amongst the number of Auxiliary hospitals in Cumbria were two schools, four church halls, and twenty nine private houses.

There were strict criteria which had to be adhered to before an establishment was accepted for use as a hospital. Included in these was its having a convenient railway station, as well as the availability of transport and doctors. The drains and water supply needed to be adequate. There also had to be prospects of raising funds. Initially the hospitals were all situated close to the London to Glasgow railway line between Kendal and Carlisle, or the line to

Barrow. but casualty rates were increasing so rapidly that other railway lines came into consideration. At first, there was an attempt to place people close to their home town but as the numbers grew this became impossible. Richard cited “The Red House” in Appleby. This was acquired for use but things began to go badly and a great “falling out” occurred. The confrontation led to letters to the local paper. Some people’s leaving resulted in things quietening down and the establishment started to run smoothly.

The total number of soldiers treated in Cumbria was 11,600. Sadly, 48 men died. Some perished on the 22nd of May 1915 following the Gretna Railway disaster which led to a total of 214 deaths. The troop train was on its way from Lieth near Edinburgh when the crash occurred. One named example given by Richard was that of L.Corp.R.S.Dawson who was taken to Penrith Auxiliary Hospital after the crash where after a month he died of his injuries. The Carlisle hospitals were extremely full at the time having recently taken in 99 casualties from Southampton.

Civilians were encouraged to get involved in assisting in the care of the troops. Sphagnum moss for the treatment of wounds was in great demand at the hospitals so the

Watermillock Boy Scouts were tasked to collect some at Hallsteads. A local resident, Mrs Thompson, greatly interested herself in this work. They secured 200lbs of cleaned moss for which they were paid £1. The money was handed to the school master. An appeal was also made in Appleby to the local population to go to the fellside and collect sphagnum moss and bring it to the church hall for use in hospitals. The moss absorbs up to 20 times its own weight and possesses natural antiseptic chemicals, explained Richard.

Cigarettes and eggs were top of the list for the public to donate. Soldiers were said to appreciate tobacco as much as food. One Penrith grocer collected over eleven thousand eggs over the duration of the war. These were used to feed wounded soldiers throughout the country.

During question time that came at the end of Richard’s talk, some members recalled their own ancestors’ careers at this time. Such evocations were a fitting testament as to how well he recreated with apt illustrations these momentous years in our national history.

*Tricia Jagger*



Monday 13 December 2021

## Diary of a Food Historian

### Ivan Day



Members of the Upper Eden History Society were pleased to welcome back a familiar speaker and one whose career expands well beyond Cumbria. Ivan reminded us that he is extremely interested in the history of food culture in the Lake Counties but in the last thirty years he has curated exhibitions in Los Angeles, New York, Toronto as well as many European cities. His knowledge as also taken him onto film sets.

Eleven years ago, Ivan was approached by Martin Scorsese who was interested in making a film about the life of the young Queen Victoria. One of Ivan's jobs was to accurately reconstruct King William's birthday party which was actually held at

Windsor. This venue was not available so the film had to be shot at Arundel. The dining table ran the length of the hall and sat 100 guests. When Ivan arrived, the table had been covered with £6,000 worth of bright red tea roses. Ivan had to tell the film crew that in the 1820s flowers were never used to decorate a dining table. The director ordered the flowers to be removed and everyone involved was given a large bunch to take home that night.

One of Ivan's memories took place during a break when he saw the actress who played the young Victoria who, whilst in full costume, was seen standing outside holding a can of beer in one hand and a cigarette and mobile phone in the

other. Ivan was not allowed to take a photograph.

Trying to recreate the magnificence of what would actually be on the King's birthday table was beyond a film company. The only places where this could be achieved accurately is either in a Royal Palace or a major museum which would have the correct tableware.

Ivan did get the chance to work in Osbourne House where he was able to recreate the table settings as used in the 1890s. All the items on display were precisely placed with the help of a ruler. A glass decanter was located minus its stopper. Searching at the back of an old cupboard, Ivan found the stopper together with a battered brown cardboard box which contained a partly burned black candle. He was told that when Queen Victoria was laid in state for three days prior to her funeral the whole room was lit by black candles: this would be a survivor from that occasion. A plaque was then found fixed to the underside of the dining table stating that it had been used to support Victoria's coffin during this occasion.

Whilst working for the BBC on a programme called "Death comes to Pemberley" which was filmed in Harwood House in Yorkshire, Ivan was greeted by the set decorator who told him that he would love the work she had done in the kitchen. Above

the main working table, a gantry had been constructed onto which game birds and rabbits had been suspended. Under this, the kitchen staff were busy constructing incredibly delicate Georgian confectionary as the blood dripped down! A full day was spent filming atmospheric shots on this set which were then not used in the final production.

When working on "Pride and Prejudice Having a Ball", Ivan was allowed to acquire his own Georgian tableware; a friend in New York helped here. The film was made in Jane Austin's brother's house thus providing credibility. The dining table was therefore filled with items which were as close to the original as possible. One of the delicacies of the day was sturgeon. It was known that these fish are now farmed in Cornwall so a small one was ordered to fit the three foot long fish kettle. When the fish arrived, it was over five feet long so Ivan had to remove part of the body to make it look smaller before filming. Chickens were also served roasted with their heads and feet still attached and had truffle-laden skewers inserted into them.

Ivan then showed photographs of a selection of food items which were prepared for the table: crayfish in aspic; a blancmange made in a mould to resemble a basket of flowers; fish decorated with gold leaf; bacon and eggs made out of jelly together with a sweet cupid hovering on top of a

plate of jelly- all were presented. The next image was of a dish which Ivan had recreated using a recipe from one of Queen Victoria's chefs. It comprised a whole salmon which had been poached and skinned then laid on a plate. This was elaborately decorated with crayfish, fillets of whiting with truffle inserts. Also on the plate were black truffles liberally scattered around, all costing around £700.

Highly decorated ice creams made to resemble exotic fruits were the desert of choice on the nineteenth century table. Ice cream began to be made in the late seventeenth century explained Ivan, showing a photograph of some of the original equipment including a pineapple mould which was used at the time.

Lord Rothchild collects rococo art and Ivan was asked to go to Waddesdon Manner to recreate a dining table in the style appreciated by French aristocracy. Along the centre of the table were placed small white porcelain figurines which depicted scenes from the theatre. In between these stood single candle sticks. The plates used had originally been a gift from Louis XV to one of his ministers. The service was sold about 1880 but no record was kept of the buyer but it was found in a Los Angeles bank vault after the death of one of the Rothchilds who lived there. Ivan made sugar flowers to complete the decoration.

The Korean Broadcasting Company wanted to make a television programme about spices. Ivan was asked to create some period curries which may have been served at special occasions. This was filmed at Hutton-in-the-Forest, using the service which was already in the house. The spectacular display thus created caused Ivan to comment that Cumbria could supply a more accurate historic table display than could be done in Hollywood.

Exhibitions creating Tudor sugar ware and tableware have been created as far afield as Minneapolis and Cambridge, Ivan getting his inspiration from old oil paintings. Gold leaf was regularly used on the products created, making them sparkle. Pies were often made with a model of contents on the lid such as a wild boar's head, a swan, a lobster or a fish.

Ivan was asked to teach the staff at Town Head House in Troutbeck how to cook 18th century recipes from a hand written book so that the staff could make the dishes whilst the public were visiting.

Ivan's talk, full of fascinating anecdotes as well as information, included a huge range of beautiful slides showing the work which he achieved over his glittering career.

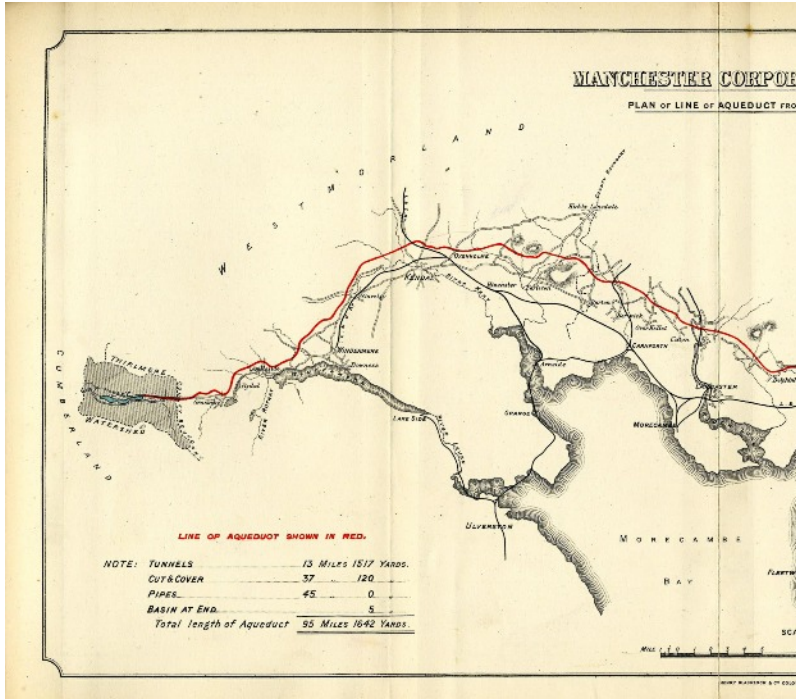
*Tricia Jagger*



Monday 17 January 2022

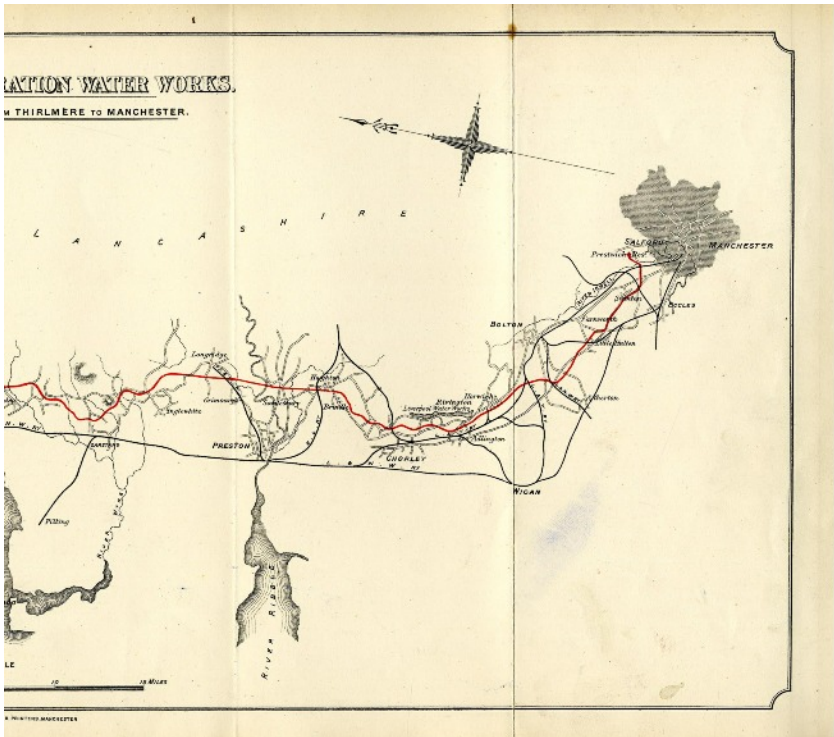
# The Thirlmere Way, the secretive route of the Thirlmere to Manchester water supply

David Fellows



“It has been a lovely experience”, warmly recollected David Fellows as he retraced his journey from Manchester to Thirlmere Reservoir. A primary school head teacher (now retired), David can more fully develop his love of exploring, an enthusiasm he has had since childhood.

David began his walk at Heaton Park for his “eighteen day walk spread over three years”, managing about seven miles per day. His first illustrative slide was of Heaton Park bus station, then following this with one of the reservoir near Manchester. John Bateman in 1874 advised Manchester Corporation that increasing demand for water would



soon exhaust the available supply. He first recommended taking water from Ullswater but it was eventually decided to acquire Thirlmere because of the increased altitude, and to build a dam there. This proposal resulted in a great deal of local opposition including from John Ruskin: “These Manchester robbers” was how he described the Corporation. Eventually Royal Assent was granted in 1879.

Work began on the reservoir the following year along with the construction of a tunnel dug under Dunmail Rise Pass. Two teams of men were involved in this operation,

mining towards each other. When they met in the centre there was only eight inches difference between them. Hutted camps began to spring up housing the armies of navvies needed to complete the job. They were paid four pence per hour. The majority of the remaining aqueduct was constructed by digging a horseshoe-shaped trench and lining it with concrete creating a channel some seven feet wide and seven feet deep. This channel was then covered with concrete slabs three feet wide.

Rivers, such as the Irwell, had to be spanned by bridges to allow the



aqueduct to be carried over them. This waterway became the longest gravity-fed aqueduct in the country, no pumps being used along its route. Water flows at approximately four miles per hour with the aqueduct floor falling some twenty inches per mile and resulting in the water taking over twenty four hours to complete its journey. The total length of the aqueduct from Thirlmere to Heaton Park Reservoir just outside Manchester is 96 miles. The arrival of the first water from the Lake District was marked with an official ceremony in October 1894.

Using public footpaths which ran as close as possible to the waterway, David and his wife took several days to walk and photograph their journey. Passing through the village of Horridge to Rivington, they looked over towards the coast, noting Preston's Mormon Church. Upon reaching this city, he pointed out its Anglican church by the Ribble Way with its elegant properties. Passing also the mill houses and by Beacon Fell, they were heading down towards Lancaster. David shared his pictures of Bleasdale, the tarn leading over to Lune Valley with the pipeline indicated by large square stones.

Stone also featured in Kirkby Lonsdale's tower which was to be admired as was the flowering hawthorn that "marked the seasons'

progress", as David noted on this journey when passing on to the Preston to Kendal Canal. Reaching here to Junction 36, they advanced to Lancaster Canal. Here, ducklings and sheep were to be seen. Through the tunnel to Stainton, then Sedgewick and Change Bridge, Kendal David noted one of many plaques set there. Negotiating the next gate out of Kendal, he saw the "active" mill producing tartans. Next, Burneside led to an impressive Staveley Church tower and a notable area of round chimneys. Moving on towards Windermere, its Victorian station offered the best views: these were clearly illustrated for us.

Following the road up to the reservoir, they caught the Keswick to Kendal bus which gave a restful and panoramic view of how "ambitious and thoughtful" Victorians provided clean water for the city of Manchester. Completing this record of his and his wife's journey, David referred to helpful sources for this presentation: Peter Copelli's book, "The Thirlmere Way", the helpful gates en route and an O.S. map. Charming pictures and anecdotes accompanied us on David Fellows' warmly recollected adventure.

*Tricia Jagger*

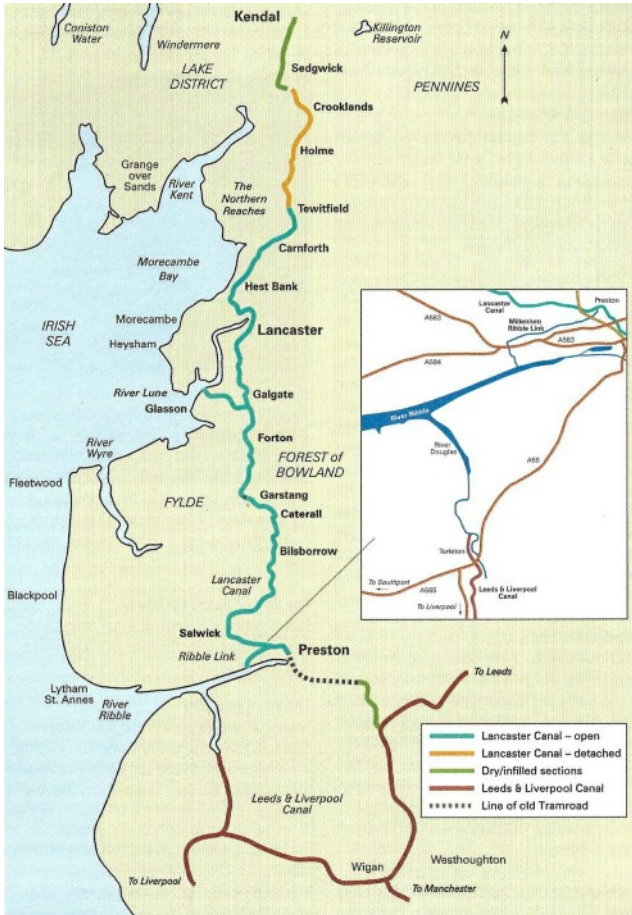




Monday 28 February 2022

# The Black and White Canal

Raynor Shaw



Growing up in Rotherham, Raynor walked and fished along the South Yorkshire Navigation, a canal that was within easy reach of his home. He ascribes his lifelong interest in waterways as dating from

these days. At school he recalled having studied British economic history from 1750 to present day at “O Level” and his father introducing him to Coleman’s book, “The Railway Navvies”: all added to a

growing interest in the industrial importance of canals. This led to family trips to see examples of their workmanship and noting among others, the Bingley five rise locks on the Leeds and Liverpool Canal.

Raynor's interest in canals continued as he travelled to other countries during his working life. One notable example he gave was when he visited the Grand Canal in East China which was built in the 7th century during the Sui Dynasty. Having come to live in Kirkby Stephen, he came across John Satchell's book on the Kendal Canal in the library: this inspired him to further investigation. Raynor also bought The Lancaster Canal Trust Guidebook from Lancaster's tourist information centre. It contained detailed maps with all the bridges and tunnels numbered. He learnt that the Kendal to Lancaster section was 27 miles long before it continued for another 30 miles to Preston. The unofficially dubbed "Black and White Canal", but more properly known as the Lancaster Canal, acquired its informal name because it carried coal north and limestone south.

All such information gathered, a field trip for our Upper Eden History Society was organized in 2019 to discover what remains of the canals today. Raynor explained that, prior to canals being built, goods were mainly moved about by packhorse each of which could carry up to 300 lbs. One horse pulling a barge on a canal could

transport 30 tons. Canals in Britain were generally constructed between 1790 to 1810 but before this, the French in particular were developing such waterways. Francis Egerton, the third Duke of Bridgewater, had experienced these during his "grand tour" and upon his return to Britain in the 1750s he became determined to begin construction to his coalfields in Bridgewater, Cheshire.

Acts of Parliament were needed to obtain permission before construction could begin. These were duly obtained in 1770 for Leeds to Liverpool and in 1792 for the Lancaster canals. It took 27 years from the act being passed before the entire Lancaster Canal was opened. John Rennie's original 1792 route survey, which took the canal down to join the Bridgewater Canal, proposed that the waterway would total 76 miles with two level sections, 41 locks and two aqueducts. The Lancaster to Kendal section has only 8 locks.

The building work was divided in to four contracts with Archibald Miller being responsible for the northern section. The digging groups extracted a trapezoidal trench 20 foot wide and 7 feet deep. This was then lined with 3-inch thick layer of puddled clay to make the channel watertight. Men or cattle were then used to trample the clay. The tow path was constructed on the West bank initially being inclined towards the water for drainage. This was later changed

because horses were frequently sliding in to the channel.

Accommodation bridges which carried roads and farm tracks were erected concurrently with the digging. The stone required for the bridges was generally quarried from nearby rock outcrops. On average three bridges were built per mile. Stone for culverts and locks was also required leading to a huge demand for skilled quarrymen and masons.

The major structure on the route was the Lune aqueduct which is 664 foot long with five arches 50 feet high and 70 feet in span; the cost was over £48,000. Today it is a Grade One listed building. The cost of this viaduct was nearly three times over budget which meant that there were insufficient funds to construct a viaduct over the Ribble.

Consequently, a wooden bridge was built over the Ribble and a tramway was constructed to join the southern section at Walton Summit. This involved unloading the barges into wagons which were then pulled by horses. The cargo was then reloaded into barges at the other end. As a result, the Lancaster Canal was never fully connected to the national network.

The Kendal link was opened in two sections. Preston to Tewitfield in 1797 whilst the last 14.5 miles to Kendal did not open until 1819. This

route was re-aligned to pass near to the gunpowder works in Sedgwick. In order to achieve this, the 378 yard-long tunnel at Hincaster had to be constructed. The tunnel did not have a towpath so the barges had to lie on their backs and walk along the tunnel roof, a procedure known as 'legging'. The diversion to the gunpowder works also required that the Staiton aqueduct had to be built. This was the first skew-type aqueduct in Britain and is now a scheduled ancient monument.

The arrival of the canal in Kendal had a major influence on the fortunes of the town, bringing in coal for the gas works and taking away wool and limestone. The lake behind Killington Services on the M6 was constructed in 1819 to supply the canal with water. Whilst sections of the canal were mainly sold on to railway companies, parts of the canal continued to carry coal up to 1944. In 1955 the vast majority of British canals were closed by act of Parliament.

Impressively thorough and extremely well illustrated, Raynor's masterly presentation was imbued with a genuine passion for his subject.

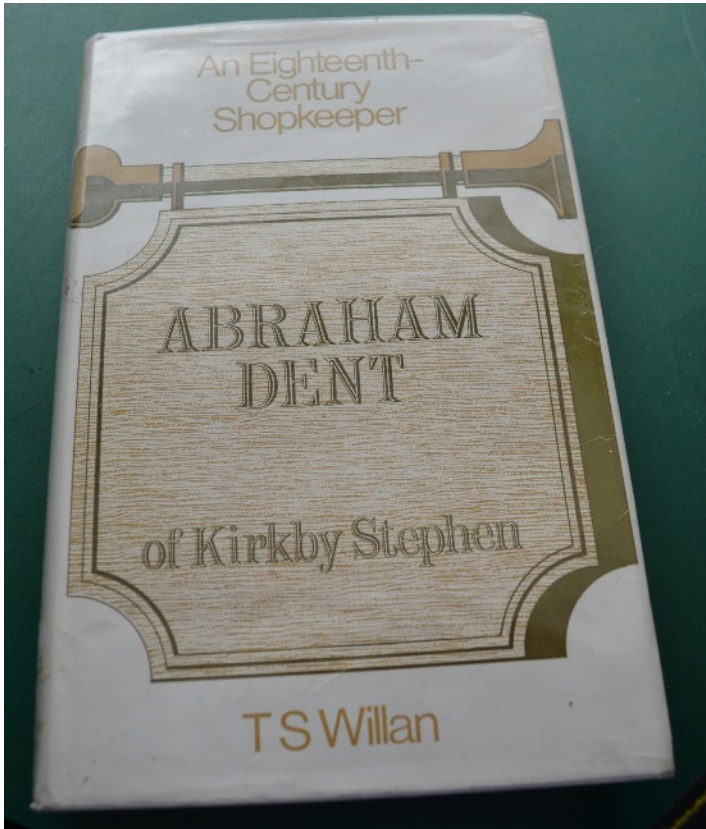
*Tricia Jagger*



Monday 28 March 2022

## **Markets to Supermarkets: 200 years of shopping....and beyond**

**Dr. Mike Winstanley**



**M**ike began by drawing our attention to a mysterious map dated 1577. Discovered in the National Archives and covering North Lancashire and Cumbria, it

shows tiny pictures of churches next to which are what appear to be astronomical symbols: each seems to identify market days and represents a day of the week. The maps of each

town always has a church with a market square and a moot hall in close proximity.

On market day there would have been a lot of mess and clutter with many empty carts standing nearby. There were different types of markets and Mike showed an extract from Kelly's Directory 1910 which said "Kirkby Stephen, Market Day Monday; fairs, 29 Sept. for cattle & 29 Oct. for sheep, hiring fairs on the last Monday in June and the first Monday in July also for selling hay. The Monday before Whit Monday and the second Monday in November for the general hiring of servants". All the local carriers were also listed.

The government set up a Royal Commission to look at markets in the late 19th century and this produced thirteen volumes of printed material. There is little in it about Kirkby Stephen because it is a small market: there is no market hall, all the stalls being outside with the exception of those in the cloisters in front of the church where eggs and butter were sold. A variety of agricultural produce and animals were also offered for sale. A collector of tolls was employed to gather in the rent due on each stall.

Newspapers later in this century often carried lists of prices for the items offered for sale. In 1874 an article revealed that butter was being seized because it was offered under the

prescribed weight. Another article told of a trader who refused to pay his rent, his reason being that it was such a miserable market it was hardly worth his while coming!

Kirkby Lonsdale market was well organised as early as 1823. Specific separate areas were designated for the sale of each individual product: cattle in Fair Bank; sheep and pigs in Queen Street and horses in New Road. All fruit and vegetables were to be sold by weight. Names given to people who would wait on the road to the market and offered to buy the whole of a farmer's cart load were "hucksters" and "higglers".

Following any financial agreement, they would then take it to the market to sell at an increased price. Often, the local council would pass a law making buying in bulk illegal before I lam thus giving locals the chance to purchase produce at a reasonable price. The best time to shop for perishable goods was late in the afternoon; lack of refrigeration led to stall holders being unwilling to keep their goods for another day.

In an area often called "The Shambles", butchers generally slaughtered animals in the street and sold the meat from an adjoining stall. Another name attributed to such an area was "Pudding Lane" as "pudding" was another name for the bowels or entrails. Derek Denman wrote about Keswick in 1794 where the slaughtering was carried out in front of the town hall describing it as

“a bloody shambles”. Proposals to rebuild this area led to a petition from Keswick residents saying that “twenty yards square is quite inadequate, being so thronged weekly, as greatly to incommode the inhabitants, the country Market People, and the great concourse of Gentry who visit the Lakes”.

In Kirkby Lonsdale, money was raised by public subscription to erect a purpose-built market hall which included a concert hall on the first floor. Liverpool was the first local authority to build a market hall in 1826. Bolton and Accrington were soon to follow with splendid eye-catching structures resembling palaces from the outside, suggesting that the local authorities were competing with each other to construct the finest building.

Mike next turned our attention to the development of the Co-op. The Rochdale Pioneers Peoples’ Store became the first in 1863. Stores then began to spring up in every town and later became known as “The Universal Provider” because they sold just about everything and in some impressive buildings proclaiming their ever-growing business. In 1869, the Kendal Mercury reported that the “Kirkby Stephen and Neighbourhood Co-operative Flour and Provision Society” held their annual soiree where 200 people sat down to tea. It was announced that members would be paid a dividend of two shillings

for every pound that they had spent: this was to be paid every quarter.

The Co-op movement had a philosophy. Profits were not just for the organisation itself as surplus money made in their shops was given back to its members. The aim here was to achieve collective self-help. This business thrived mainly in the Northern Industrial areas but was less successful in the South. By the early 20th century there were about eight million members which made it one of the biggest organisations in the world. To supply the shops with goods, factories were being built; in these, a wide range of items were manufactured and included their own brand food, clothing and furniture.

Private shop keepers were also on the increase at this time but they are more difficult to study.

One of the earliest and successful of such businesses in the country was in Kirkby Stephen. The founder, Abraham Dent, claimed to be a “Grocer, Mercer, Stationer, Wine Merchant, Brewer and Hosier”. Most of his supplies were mainly obtained from the North East, with more from the rest of northern England. Old trade directories still exist. Mike showed an example of one from Kirkby Stephen from 1849 where names were listed under a variety of headings although some names appear under more than one heading. To become a trader, an individual had

to qualify by first being an apprentice: this would take several years to achieve. One of the most difficult trades to qualify for was as tailor and draper. From the mid 19th century, ready-made clothing was becoming more common and described as “The wonder of the age”.

By the end of the century, shops had begun to advertise on the front of newspapers and the small corner shops selling mainly packaged goods had become more common. Nationally, chain stores such as Boots, Liptons and W.H. Smith began to appear in most large towns. Marks and Spencer began as a penny bazaar in markets before developing

into one of the most successful shopping experiences. Out of town shopping centres are now being developed, but not all of them are successful, whilst the open-air markets seem to be making their way back.

Leaving his audience to ponder on this observation, Mike concluded his entertaining, extremely well-resourced and illustrated subject, one that is both familiar and essential to us all in our daily lives.

*Tricia Jagger*

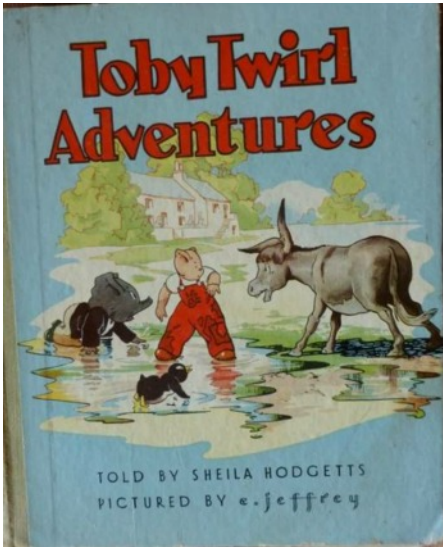




Monday 25 April 2022

## Edward Jeffrey 1898-1978: a Ravenstonedale Artist

Jackie Wedd



Edward Jeffrey lived in two different houses in Ravenstonedale village from 1947 until just before he died. He illustrated the series of children's books written by Sheila Hodgetts and which featured Toby Twirl, a young pig who walked upright with human hands and feet and wore clothes. These drawings were often set with a background of local scenery. Toby's trousers were blue in the early works but later were coloured red. Toby's best friend was an elephant called Eli. The first book "Toby in Pogland"

was published in 1946 and the last in 1958.

Edward and his family shared a large house named "The Chantry" with his friend and "colourist" colleague Richard Clarke, and his family. They had a studio in the house where they both worked on the early Toby Twirl books. Jackie displayed a picture of the cover for a book entitled "Toby Twirl Adventures" as in the background can be seen a drawing of Town Head Cottage which still stands in the village. The second drawing showed Toby and Eli



playing in water with a new friend Pete the penguin. In the background of this drawing is a house called Greenside. Both the houses were faithful creations, even down to the shadows on the roof that were made by the trees.

In the early days of colour printing it was important to know and understand the process that this involved so that your design would be best recreated, Jackie explained. She illustrated other projects that Edward worked on. The front covers of “Cumbria” magazine being the main one, which he did for the best part of twenty years. Another creation was the front cover of the W.I. Jubilee year scrap book for 1965; also notable here is its beautiful calligraphy.

An earlier work was a poster which Edward painted in the 1920s. It depicted colourful countryside with an artist’s easel in the foreground and the words “Winsor & Newton Ltd” printed on the bottom. This advertising poster was entered in a competition and won. At the time Edward was working in Newcastle for a company called Phillipson’s who were process engravers. This is where he learned his trade after his time at art school prior to the First World War. Whilst at Phillipson’s Edward designed the logo for “Beacon Flour” and worked on “The North East Post Exhibition” which was held in Newcastle in 1929. He also created all the atmospheric

pencil drawings in a magazine for “Smith’s Dock Journal” at the same exhibition.

The Laing Art Gallery in Newcastle found some mystery items of pottery which were mainly mugs or small jugs which were decorated with enamel paint with “Kenton Pottery” marked on the bottom. The Gallery did not know where these items had come from but later discovered they were bought as white ware and decorated by Edward before being given as gifts.

After about ten years with Phillipson’s, Edward moved to London to work for Askew Young and in this very prestigious commercial studio he worked on “Hardy’s Anglers’ Guide”. At the outbreak of war the studio closed down so Edward moved back north where he was employed at the original “David Brown Tractor Factory” in Meltham near Huddersfield: here, he worked on technical drawings. At this time Edward started to produce some water colour paintings along with working for the publisher “Sampson Low” where he illustrated some Enid Blyton books.

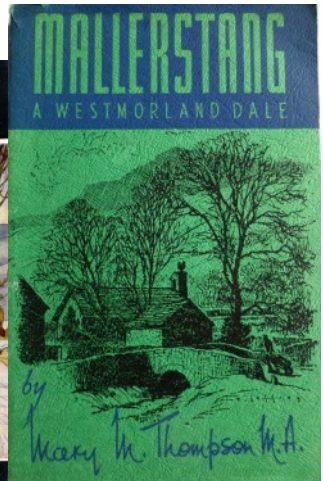
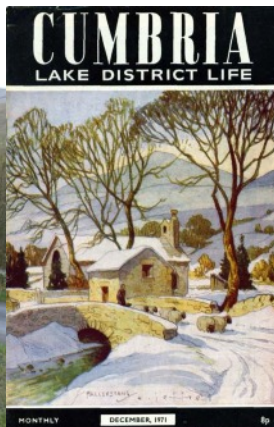
After moving to Ravenstonedale, Edward painted birds which he saw from his studio window. Some of these were used in Christmas cards. He painted Kirkby Stephen Church for the front cover of the Cumbria

Magazine in 1965. The Magazine later became “Cumbria Lakeland and the Borders” so Edward had to travel further to create front covers.

Jackie finished her lively presentation on this prolific artist by showing a wide range of pen and ink drawings and water colour paintings which Edward had produced throughout his life before he suffered so greatly from arthritis in his hands, sadly reducing his creativity. Jackie expressed her

sincere thanks to members of Edward Jeffrey’s family: in particular Geoff Waldron adding, “without whom none of this would have been possible and of course to Carole Ellison and her son Guy who have sent images and allowed them to be reproduced for this talk.”

*Tricia Jagger*



# Visits and Excursions

Tuesday 24 May 2022

## Kirkby Stephen East Station

**Organiser: Anne Taylor**



The Committee had not planned a trip for the month of May, but I am involved with the early stages of a research project for Stainmore Railway Company, looking for evidence of women working on the line. I am therefore getting to know several of the volunteers, some of whom are also members of UEHS – I was delighted when they suggested a trip to the station to see the work being carried out. I visit Kirkby Stephen East at Christmas, Easter and when there are special events, such as the Model Railway Show, but was not fully aware of the tremendous

input of the volunteers. How and where do you start to restore a 1920s railway carriage?

Rob Murray gave us an introductory talk about the origins of the line – it opened in 1861, fifteen years before the Settle to Carlisle line. It was primarily a railway for transporting minerals such as haematite from Barrow to Teesdale, and the passenger traffic was an ‘add-on’. The station itself was designed by Hector Orrock and is a large building for such a small town, the directors hoping that a railway station might be

a catalyst for future growth. It was, but only in a small way. Freight traffic gradually decreased after the Second World War, and the line closed in 1962, although a section from Appleby to Hartley Quarry remained open until 1974. The station building was then converted to a bobbin mill, until that too closed in 1992. Stainmore Railway Company was set up to save the building from being demolished. There is an excellent website at [www.stainmore150.co.uk](http://www.stainmore150.co.uk) with information on the history of both the line and the town, the latter provided by our members Margaret Gowling and Ann Sandell.

Rob, Mike Harrison and Alan Gunston then took us to the huge shed where the rolling stock is kept, and this is where we began to appreciate the scale of the work the volunteers are engaged in. Carriages

restored to their former glory, with beautifully varnished teak exteriors and plush seating. A stores van built in 1902, which had to be stripped back to the frame and rebuilt. We also realised that the world of the heritage railway is a small world, different groups around the country all know each other and can swap parts and skills.

Finally Janice Shaw, Joan Lennox and Gill Terry provided us with tea and home-made biscuits while we continued to look at the engines, the little museum and the shop. A fascinating afternoon. Our thanks to all concerned for making us so welcome and for the many interesting stories told.

*Anne Taylor*





Wednesday 20 July 2022

# Narrow Boat Trip on the Lancaster-Kendal Canal

**Organiser: Raynor Shaw**



Stainton Aqueduct – the canal crosses Stainton Beck

Ten UEHS Members enjoyed an informative 4-mile round-trip on the Lancaster Canal Trust (LCT) Boat ‘Waterwitch’. Two LCT volunteers alternately piloted the boat and described features of canal history along the way.

This event was organised as a follow-up to two earlier UEHS activities: a walking tour of the Kendal Canal Head Basin and the Sedgewick Gunpowder Works conducted in September 2019 (*The Record* for 2019-2020, pp5-7), and a talk on the

history of the Lancaster Canal that was delivered in February 2022 (*The Black & White Canal*; see the earlier pp17-19 in this current *Record*).

## **The Lancaster Canal**

Connecting Kendal, Lancaster and Preston to the Leeds-Liverpool Canal, the Lancaster Canal was completed in two stages. The southern section from Preston to Tewitfield was opened in 1797 and the Tewitfield-Kendal section (15 miles) was opened in 1819. Closure of the canal was ordained by a 1955

Act of Parliament. In 1962 the canal was filled-in for 2 miles from Kendal.

### **The Journey**

The boat departed from the LCT base at Crooklands, which is on the A65 six miles south of Kendal.

'Waterwitch' is moored immediately north of Bridge 166 beside a former stables. After a short detour to the south, the boat headed north for about 2 miles to the termination of currently navigable waters.

The excursion began by heading south under Bridge 166. Attention was drawn to two wide abutments adjacent to the southern face of Bridge 166, structures that had originally supported a second bridge for a horse-drawn tramway to the Sedgewick Gunpowder Works. About 100 metres to the south, on the east bank, was an abandoned concrete-floored yard that had originally been a coal depot for unloading barges transporting coal from the Lancashire coalfields via Preston.

'Waterwitch' was turned around and headed north, passing by the stables. These stables originally housed the horses that drew wagons between the canal and the Sedgewick Gunpowder Works. The Sedgewick works, which opened in 1857, was one of seven gunpowder mills that were established in "South Lakeland" from the mid-1700s onwards.

To the north of the stables the remnants of the Sedgewick Wharf were pointed out on the west bank of the canal. This wharf was used to unload raw materials for the gunpowder works and export the finished products. The Lancaster Canal delivered saltpetre from Chile and India, and sulphur from Italy (Mt Etna), via Milnthorpe Port. Barrels of gunpowder, consisting primarily of coarse powders for mine and quarry blasting, were exported along the canal.

The route passed two 'winding holes', embayments on the east bank that were excavated to allow narrow boats to be turned around. It was pointed out that the first winding hole was the northward limit of the regular LCT boat excursions.

Immediately to the south of Bridge 170 were large vertical slots hewn out of the stonework of the bridge approaches. These slots originally held 'Stop Gates', a safety mechanism in the form of lock gates that were designed to be closed by any currents that developed in the canal, currents that could only arise if the canal banks were breached and a flow was established. Closure of these gates would seal-off a section of the canal and prevent the complete draining of the entire system. These particular gates consisted of two pairs that would cover a breach in either direction.

‘Waterwitch’ halted and was moored to the south of Bridge 172 at Stainton Crossing where Members alighted to view two important features.

Boards had been set across the canal at this point in the 1960s when the northern reaches of the canal were closed after the M6 Motorway was built across the Canal in three places. The Kendal to Stainton section had been progressively dewatered from the 1940s onwards because of the large seepage losses through the limestone bedrock traversed by the canal in this reach. These boards had defined the northern limits of navigation until 2010 when the LCT decided to restore a 650m length of the canal from Bridge 172 (Stainton Crossing) to Well Heads Lane where the channel is blocked by the A590 (formerly Bridge 174). The first section of this length, as far as Bridge 173, is about 200m long and thus became known as the ‘First Furlong’. Members were shown this length and the works described. Tasks initially involved vegetation removal and the excavation of accumulated debris. A trapezoidal channel profile was re-established and, instead of the original puddled clay lining, a geotextile membrane was laid over the channel floor. This membrane was then covered by a layer of hand-placed concrete blocks. The LCT is currently monitoring water levels to assess possible water losses. Once it can be conclusively determined that water loss is minimal, application will be made to the Canal and River

Trust for permission to connect this section to the southern reaches, thereby extending the navigable length of the canal.

Members then walked southwards to the Stainton Aqueduct, an impressive structure that was severely damaged during Storm Desmond in December 2015. Specialist contractors have worked for several years on a multi-million-pound project to rebuild the aqueduct, which is a Listed Structure. Work began by completely dismantling the aqueduct and carefully numbering all the surviving intact stone blocks. Interestingly, the aqueduct arch was first constructed in reinforced concrete before being lined with a facing of quarried stone blocks. The wing-walls were rebuilt using the original hand-trimmed stone blocks wherever possible. Blocks that were damaged or fragmented during the storm and its aftermath have been replaced with stone blocks derived from the same quarry that provided the original material.

Members boarded ‘Waterwitch’ for the return journey, during which the LCT volunteer described features of the scenery and wildlife along the canal banks in addition to explaining the origin of the LCT boat.

*Raynor Shaw*





Northern Limit: “The First Furlong”



After the voyage