

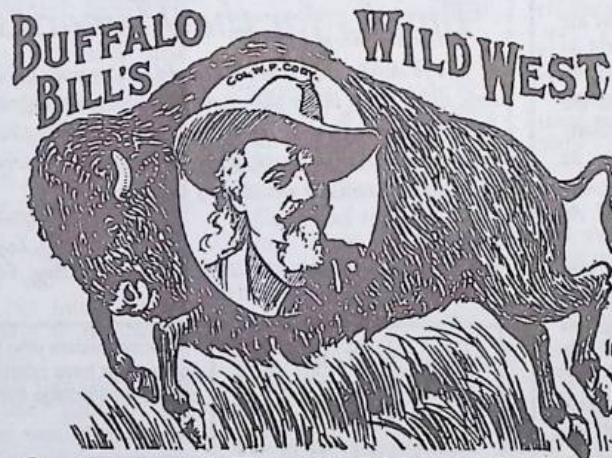
PAST FORWARD

ISSUE NUMBER SEVEN

SUMMER 1994

COMING ! One Day Only,

**LEIGH, MONDAY, OCTOBER 3RD,
BUCK'S FARM ESTATE, ST. HELENS ROAD.**



And Congress of Rough Riders of the World.

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COL. W. F. CODY, "BUFFALO BILL,"

NOW TOURING THE PROVINCES. Visiting the Principal Cities and Greater Railway Centres only. Three Special Trains. 500 Horses. 800 People.

THE ENTIRE GRAND PROGRAMME will positively be presented undivided and uncurtailed Twice Daily *rain or shine*. Presenting an Exhibition of Marvellous Merit and introducing the **WORLD'S MOUNTED WARRIORS**, including Veterans of the English, United States, Russian, Arabian and Cuban Armies in Military Drills and Exercises. An exhibition that Teaches but does not Imitate. These are the Men who do and dare, and these are the Events in Action.

A Grand Review of the Rough Riders. A Race of Races between Cowboys.

CARTER, THE COWBOY CYCLIST, in his wonderful Bicycle-Leap through Space.

EXHIBITION DRILL, with old time Muzzle-loading Cannon.

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Pony Express Riding. Groups of Mexican Horsemen and Lasso Experts. Celebrated Crack Shots and Hated Marksmen. Real Arabian Horses and Arabians. Genuine Cossacks from the Caucasus of Russia. Indian Boys in favourite Postures. Cowboy Fun. Hiding Bucking Bronco. Lassoing Wild Horses. Attack upon the Emigrant Train. Cavalry Drills and Military Evolutions. The Famous Deadwood Coach—Attack, Repulse and Victory. The Virginia Reel on Horseback. Indian War Dances. True Pictures of Border Life on the Western American Plains. 100 American Indians from the Uncappapa, Brule, Ogallala, Arapahoe, Ojibwa, Yankton and Sioux Tribes. Genuine "Blanket" Redmen, Chiefs, Warriors, Squaws and Papooses.

THE VAST ARENA ILLUMINATED AT NIGHT BY SPECIAL ELECTRIC LIGHT PLANTS.

Two Performances every week-day. Afternoons at 2. Evenings at 8. Door open at 1 and 7 p.m. One Ticket admits to all Advertised Attractions.

PRICES OF ADMISSION.—1s. 2s. 3s. 4s. : Box Seats, 5s. and 7s. 6d. Children under 10 years half price to all except the 1s. seats. All seats are numbered except those at 1s. and 2s. No tickets under 4s. sold in advance. Tickets at all Prices on Sale on the Grounds at hours of opening, and Tickets at 4s., 5s., and 7s. 6d. on sale at 9 a.m. on the day of exhibition at

JORDAN'S MUSIC STORES, 57, Bradshawgate, Leigh.



The Newsletter of Wigan Heritage Service

FREE

From The Editor

The theme of this bumper 7th issue of Past Forward (four extra pages!) is the Year of Drama '94. Wigan Leisure Services Department has been very much to the fore in celebrating this event, and the Heritage Service has certainly played its part, with no fewer than four exhibitions. One has already proved a great success, and three more are still to come — see p.12 for further details.

Another success was the Walker Bros. reunion, organised by the Heritage Service's Mike Haddon and previewed in the last Past Forward. Over 100 turned up to reminisce about the 'good old days' and to renew old friendships. Not surprisingly, Mike's complementary lecture was over-subscribed. Mike is determined that such a reunion will only be the first of many!

On a sadder note, the Heritage Service has lost a good friend and supporter — Mr. Sidney Smith died in May. Mr. Smith worked closely with the Heritage Service on last year's Walder exhibition, and contributed regularly to Past Forward. He was a true Wiganer, deeply interested in and proud of the history of his town — and particularly proud of his claim to fame, when he met George Orwell during his famous (or infamous) visit to Wigan in 1936. He will be much missed.

My thanks to all those who have contributed to Past Forward, whether financially or in writing. I am delighted to report — with apologies to those who have been disappointed — that once again, even with four extra pages, I have not been able to include all the articles submitted by you, the readers. Hopefully I can include those articles held over in Past Forward 8 (due out in October). I am sure you will enjoy reading the various readers' contributions in this issue.

Finally, make a note of the climax to the Year of Drama celebrations. see p.12.

All comments and correspondence should be addressed to:
**Editor, 'Past Forward',
 Wigan Heritage Service,
 Market Suite,
 The Galleries,
 Wigan. WN1 1PX**

HERITAGE SERVICE PUBLICATIONS

The five new Heritage Service publications, which went on sale at the same time as Past Forward 6, have already proved very popular. For the benefit of new readers, these are:

- 'Those Dark Satanic Mills' (3rd reprint, £4.95)
- 'Leigh and District Postal Directory, 1885' (facsimile, £4.95)
- 'Shevington in Old Photographs and Documents' (£3.95)
- 'Wigan at War: Life on the Home Front in Words and Pictures, 1914-18 and 1939-45' (£3.95)
- 'A Guide to Genealogical Sources' (£1.95)

As with Heritage Service publications 1 - 6, all these publications are available from the History Shop, the Archives and Leigh Local History Services and other selected outlets. The History Shop also operates a mail order service — for details ring 0942 828128.

"Thanks for the Memories"

Just to thank you, for helping an old lady to enjoy a little time, living again in the past. I shall always feel very grateful to you, for re-living in my very happy past, bringing back such happy memories. Thank you so very much for the lovely photo which I will treasure. Thanks again.

Mrs. Williams,
 18 Cook Street, Leigh.

This delightful letter was sent to Tony Ashcroft, Local History Officer. Ed.

Entertaining

I would like to say thank you to everyone involved in "Past Forward"; it is very entertaining and my husband and I really enjoy it very much. My brother sent me a copy of Ernie Taberner's book—"A Lancashire Uprising"—and we are thrilled with it, and very much surprised to see a picture of Eleanor Street when the canal burst its banks just over 50 years ago. My husband lived there as a child, and there was a picture of his parents at one of the windows, that meant a lot to us. As I read through the book, lots of things came to mind and I remembered I once knew a young man named "Ernie Taberner"; would it be possible to print some details about him? I would like to congratulate him and say "Thank you".

I have eight of the history books which I have read quite a number of times.

Keep up the good work.

Mildred Prescott (Mrs).
 "Late of Wigan"
 40 Front St.N. Apt.101,
 Thorald. L2V1X5
 Ontario, Canada.

Ernie now lives in Coventry. His latest contribution to Past Forward appears opposite. Ed.

THE HISTORY SHOP'S MEETING ROOM IS AVAILABLE FOR HIRE BY LOCAL GROUPS AND SOCIETIES, AT VERY REASONABLE COST:

£4.40 PER MORNING OR AFTERNOON SESSION

£6.60 PER EVENING SESSION

IF YOU ARE INTERESTED, PLEASE CONTACT PHILIP BUTLER (0942) 828124.

For those readers who have not seen a previous issue of Past Forward, or have mislaid it, here once again is a list of those behind the Heritage Service, and where we are all based.

At Wigan:

Market Suite, The Galleries—	
Heritage Services Manager (and Editor of Past Forward)	
Alastair Gillies	(0942) 827375
	Fax (0942) 827371
History Shop—	
Visitor Services Manager Philip Butler	(0942) 828124
Education and Outreach Manager (and Local History, West)	
Bob Blakeman	(0942) 828020
Collections Development Manager Yvonne Webb	(0942) 828123
Heritage Officer (Industrial History) Mike Haddon	(0942) 828121
Heritage Officer (Social History) Dawn Wadsworth.....	(0942) 828124
Heritage Assistant Hilary Fairclough	(0942) 828122
Heritage Assistant Barbara Miller	(0942) 828122
Heritage Assistant Stephanie Tsang	(0942) 828122
Wigan Pier—	
Technician Denise Bryce	(0942) 828564
Technician Roy Wareing	(0942) 323666

At Leigh:

Archives, Town Hall—	
Heritage Officer (Archives) Nicholas Webb	(0942) 672421 ext. 266
Senior Technician Len Hudson	(0942) 672421 ext. 265
Leigh Library—	
Heritage Officer (Local History) Tony Ashcroft	(0942) 604131
If you have an enquiry, and are not sure who the most appropriate person is to contact, please ring the History Shop (0942 828128).	

Cover: Colonel William Frederick Cody (1846-1917), better known as "Buffalo Bill", brought his Wild West Show to Leigh on 3 October, 1904. This splendid advertisement for the show appeared in the Leigh Chronicle the previous week.

Past Forward 5 featured some of Ernie Taberner's motoring memories. Here are some more:

I remember when . . .

IF you went out in the car, most likely you would get a puncture. Happily today, punctured tyres are a very rare occurrence for the average motorist, who normally can travel thousands of miles without the experience of a "flat".

In earlier days of motoring, this was the exception rather than the rule, when almost every driver had an experience of mending a puncture by the roadside; to minimise this possibility manufacturers began to supply a spare tyre, and in some cases two spares. These were already fitted with inflated inner tubes and on detachable rims, and stored on the sides of the vehicle on the running boards at each side. A running-board was a step running the length of the car from the rear mudguard to the front one; during manufacture it had an indentation to accommodate the base of the tyre, whilst the top of the tyre was strapped to the clamp on the outside of the car.

After a flat tyre was discovered the driver would normally lift a seat to reveal a tool storage space, and taking out spanners, a telescopic screw jack and long handle would raise the vehicle, but not before loosening the nuts and bolts holding the rim and tyre to the artillery type spoked wheels. Changing over the rims and tyres was simple enough, even if time consuming, but it all added to the excitement of the trip.

Inflated tyres, already fitted to detachable rims, were later replaced by spare wheels usually bolted to the back of the vehicle, and

in contrast to the earlier version, became simplified by undoing the wheel nuts and changing the whole wheel, as at present.

Even so, on a Sunday afternoon drive it was possible, because road surfaces were still poor, to have a second puncture; as only one spare was carried the driver had to repeat the jacking up procedure and take out his tyre pump and tool box, containing his repair kit of three tyre levers, rubber, solution, canister of talc, marking pencil and a metal container with patching strip. (Prior to self adhesive patching strips, often old inner tube was cut into convenient sizes to be used as patches.)

With the wheel now on the ground the driver would prise the first lever under the tyre rim and lever the tyre sufficiently to get a second lever under its rim, taking care not to pinch the inner tube with his levers. Then a third lever would be offered to the tyre and with pressure on the first and third levers, the second lever with the whole operation repeated until all one side of the tyre was free of the rim, when the inner tube could then be withdrawn for inspection.

Sometimes the puncture was obvious, especially if it was a tear, but occasionally the inner tube would have to be partially inflated

with the long cylindrical pump; the driver would then carry the tube to the nearest stream, (usually at every roadside), to be immersed in the water when tell-tale bubbles would identify the location of the puncture.

After roughing the area and the patch to be applied with the metal roughing tool from the kit, solution would be applied to both tube and patch and allowed to dry; the patch would then be pressed into position. The patch was then weighted down with stones from the roadside for a few minutes when, to prevent the repair sticking to the inside of the tyre, it would be dusted with talc powder and the tube replaced in the tyre.

Care had then to be taken when replacing the tyre on the wheel that the inner tube wasn't pinched by the lever. So far, the operation had taken about an hour and at this stage a silent prayer would be offered that the repair patch hadn't lifted, otherwise the whole operation had to be repeated.

By the way, have you checked your spare wheel lately? Some, especially those fitted underneath the car, tend to get neglected when topping up the road wheels with air, and there's nothing more soul-destroying than after a puncture, often miles from anywhere, you find your spare also flat. Ah well, happy motoring!

© Ernie Taberner.
Ernie's book, 'A Lancashire Upbringing', is available from the History Shop.

JENNY GREENTEETH

(A Lancashire Tale in Foklore)

ACCORDING to the local myth and folklore of Lancashire, Jenny or 'Nanny' Greenteeth (as she was known) was a cannibal witch or bad fairy who could be found haunting waterways such as canals, lakes, flashes and rivers.

The tale originates from medieval times when she was supposed to haunt wells making the water stagnant and unfit to drink. The name Jenny Greenteeth derives from her supposed appearance (a hideous old witch with rotten green teeth). In fairy-lore, nicknames derived from appearance are common when referring to certain fairies and spirits. Parents used the threat of Jenny Greenteeth in the hope it would keep their children out of harm's way. The most common instance was playing near water, with its obvious dangers. The saying "Don't play near the water or Jenny Greenteeth will get you!" will, I'm sure, remind many Lancashire folk of their childhood. Similarly it was used to prevent children from misbehaving, as "Jenny Greenteeth eats naughty children" was another well worn saying.

Tales of water spirits, as Jenny Greenteeth was supposed to be, are commonplace in Europe, and 'Jenny' has counterparts in many other countries. It could be Bertha in Germanic regions, Rusalka in certain parts of Eastern Europe and Perchta across the Alpine regions. Whatever her name she was always grotesque in appearance and malevolent in behaviour.

In Lancashire 'Jenny' was associated with the pond weed that forms a green carpet over the surface of ponds, especially stagnant ones. The weed became associated with 'Jenny' because it tempted children to lean too far over the water's edge, and fall in!

In myth and folklore there are many fairies of water, wood and the home. One of the most endearing and well known was the Tooth Fairy. Whereas a badly behaved child was brought into line with the threat of Jenny Greenteeth, well-behaved children could expect the fairies to bring them coins or small presents as a reward.

A milk tooth left under the child's pillow would be replaced in the night with a coin by the 'Tooth Fairy'. Not much is really known as to the origins of this story. However, it can be associated with the benevolent 'House Spirits' who were thought to reward hard working servant girls by leaving coins in their shoes as they slept.

But remember Jenny Greenteeth, and next time you take a walk by the canal, watch out!

P. Wadson,
Wigan.

Local customs and folklore are always interesting. Any further contributions from readers would be welcome. Ed.

NEW FINDING AIDS

GENEALOGICAL and other researchers who wish to explore records relating to the Wigan area held at other repositories, may begin to plan visits further afield by consulting published guides which are available locally.

The Archives Office at Leigh now has copies of the following guides which are available for reference:

- **Supplement to the Guide to the Lancashire Record Office**

This lists all accessions received between 1977 and 1989. The main Guide (3rd edn. 1985) is also available. Several important family and estate collections relating to the Wigan area are deposited at Preston, including Gerard of Ashton-in-Makerfield, Lilford of

Leigh, Banks of Winstanley and Walmesley of Westwood. Besides the official county and diocesan archives, many other series of records are also of use for local researchers, such as the National Coal Board deposit of pre-nationalisation colliery company archives.

- **Current Guide to the Public Record Office (1992 edn.)**

The P.R.O. is the repository for national archives, such as records of government departments, central courts and other public bodies. Examples of records of use for local research would be the files of the Poor Law Commissioners from 1837 onwards relating to the Wigan and Leigh Poor Law Unions which administered poor relief and maintained the

workhouses; the records of the Assize courts which up to 1972 dealt with serious criminal cases; the War Office archives which can help to document the lives and careers of local servicemen; and the archives of pre-nationalisation railway companies, and the Leeds-Liverpool Canal Company.

The P.R.O. is at present split between sites at Kew and Chancery Lane in London, but when the new extension is completed at Kew, most of the records will be concentrated there. The new Current Guide is published on microfiche and comprises class descriptions of the records together with accounts of how and why they were created, and is fully indexed. The old three-volume guide in book form published in the 1960's is also still available for reference.

- **National Monuments Record: a Guide to the Archive (1991)**

The N.M.R. (formerly National Buildings Record) was established in 1940 'to make photographic and other records of historic buildings throughout the country in danger of damage or destruction from bombing'. In 1963 it was absorbed by the Royal Commission on Historical Manuscripts and was given a much broader remit, so that now it consists of three sections, housing architectural records, archaeological records and aerial photographs. These are at present in London, Swindon and Southampton. The data concerning buildings and sites is in written, photographic and illustrative forms.

The material may be consulted freely and copies ob-

tained. The Guide is an introduction to the nature and origin of the sources available.

- **Guide to the Cheshire Record Office (1991)**

This is an expanded and indexed successor to earlier guides to the Cheshire Office, and will be of use to genealogists with interests across the county boundary.

- **Directory of Local Studies in North West England (1993)**

This is a new and unusually comprehensive guide to the archives repositories, local studies and academic libraries, societies and other organisations with resources available for those pursuing local research. The Wigan entry, for example, includes the Family History Society, Archaeology Society, Field Club and Geological Society. The Directory gives a good summary of the holdings of each organisation, together with details of access and opening times.

- **Guide to the Greater Manchester Record Office**

G.M.R.O. holds many official and deposited archives relating to the area covered by the ten Metropolitan Districts of Greater Manchester, including Wigan. One of the estate archives of local note is that of the Legh family of Lyme, which includes documents relating to property held by the family in the Lowton, Golborne and Newton areas. Also, copies of two national sources of immense value to genealogists are held here — the index of births, marriages and deaths from 1837 to 1927, and the index to grants of probate (wills, etc.) from 1858 to 1941.

N.W.

Historic Culcheth

CULCHETH may not be quite within the borders of Metropolitan Wigan, but so close is it to Leigh and Lowton, both today and throughout the course of history, that this is of no consequence. Many family historians will certainly be well aware of the close links between Culcheth, Risley, Croft, Kenyon and Glazebury on the one hand and the eastern part of what is now Metropolitan Wigan.

Here we have a detailed history of an historic village, from the earliest times. The book is full of interesting characters, such as Colonel Blood, an Irish adventurer who married Maria Holcroft of Culcheth and gained notoriety for his attempt to steal the Crown Jewels. The ecclesiastical history of the village is particularly well dealt with, as is the history of the local schools — especially absorbing is the extract from a log-book, 1873-1945.

Rosemary Keery is not Culcheth born and bred — she still



speaks with a strong Northern Irish accent, although presumably after some 40 years in Culcheth she is beginning to be accepted as a local. Certainly this book should ensure her total acceptance. It is well-researched, well-written and well-illustrated (37 photographs and maps). As a piece of local history, I strongly recommend it.

A.G.

- **Copies of 'Historic Culcheth' are available from the History Shop, @ £6.50.**

Arley Hall Water Mill

ARLEY HALL is presently the headquarters of Wigan Golf Club, a 9 hole course situated just inside the Blackrod boundary, alongside the Leeds and Liverpool Canal at Red Rock. The present building dates from the 18th century, but the site itself, judging by the water-filled moat which still completely surrounds the hall, is much earlier. Moats were popular for only a short period, although there is evidence for quite a few around the Wigan area. Another indication for the date is a stone above the main entrance (1372), which probably comes from the original manor building.

The water mill is situated about half a mile away from the Hall, hidden from view in a wooded valley which borders the grounds to the north and west. This valley is famous for the very high quality coal which used to outcrop along its length. The Arley seam has been mined all over the Wigan district for the last couple of hundred years. The Arley Valley area is now dotted with abandoned coal mines, some probably as old as the Middle Ages; even Roman activity has been suggested. The remains of the mill can be seen by taking a detour to the left from the present path which leads from the Hall to the foot-bridge over the river. The ruins are perched on the hillside in the corner where the Arley brook runs into the River Douglas.

Mill of Erelegh

The earliest reference to a mill in the valley comes from the 13th century, when the mill of 'Erelegh' is mentioned in local deeds. The le Walsch family owned the estate at this time, and probably stayed there until the end of the 14th century. Later, a branch of the Standish family was resident there and according to

the Standish deeds of 1559/60, "...Christopher Worthington grants a licence to James de Standish of Erley to erect a mill-dam and

1841 and then on the first edition six inch Ordnance Survey map of 1849, where 'Arley Mill (Logwood)' is marked. Another source (the Wigan Golf Club booklet of 1928) refers to 'fustic and charcoal being ground there, on a machine called a raft'. Logwood and fustic were types of wood imported from abroad and ground down for the extraction of dyes for the clothing industry.

It is obvious when viewing the remains that this was a crushing operation rather than a grinding one, as the

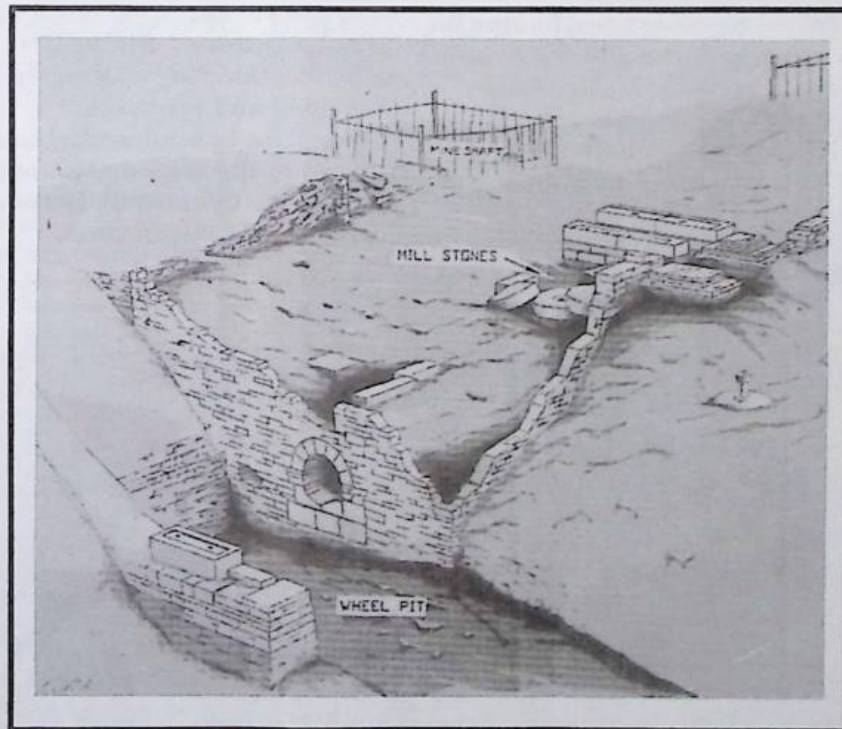
in diameter and 3 metres (9.5ft) wide. It was breast shot i.e. water came onto the wheel at its centre. This is not the most efficient arrangement for a water mill, but provides the greatest torque or turning force for a given 'head' of water. The mill race, which leads under a tunnel to the mill, can be traced back to the Douglas about 200 metres upstream, where a weir spanned the river. The remains of this can be seen in the river bank, as can also the sluice gate timbers

ried John C. Johnson of Liverpool, who took the Hall as his seat, and later retained the family name by changing his own name to Johnson Chisenhale. In 1800 while cleaning out the moat, he found a quantity of medieval silver dated Edward II, which is now in the British Museum. In 1878 James Gidlow, a local mill owner, bought the Hall for £13000, with the intention of exploiting the coal in the area. When he died, the estate went to a Colonel Fell, J.P. of Bolton. It was at this time that the grounds were converted into the golf course, with the Hall becoming the club house and H.Q.

On the six inch Ordnance Survey map of 1909 the mill is shown as a ruin with two pit shafts adjacent. On a geological map stored in the Wigan Technical College, this mine is marked as "Arley Mill Pit". On the ground two hollows mark the position of the shafts with protective fencing provided by the National Coal Board. The closeness of the shafts to the mill tends to suggest that water power was used in the mining operation, possibly for winding. If this is so, it is a rare example of a mining practice which died out with the advent of steam power.

This investigation by the Archaeological Society, although by no means complete, is intended to shed some light on what is now a strange enigmatic ruin, lost in the depths of the Douglas Valley at Arley.

Bill Aldridge
Wigan Archaeological Society
(For further details of the Society, see p.13)



smithy on the Douglas water...". It is most likely that this refers to a corn mill, although nothing appears on the Yates map of 1786. This may be just an omission, or perhaps the mill had gone out of use by then. The ruins as we see them today probably date from around the end of the 18th century. They first appear on the Blackrod tithe map of

grinding wheels, which are still to be seen among the rubble, have smooth edges and rough faces. They would have been mounted vertically in pairs, and driven round a third wheel lying horizontally. The water wheel used to drive the machine was quite large. Judging from the size of the pit, it must have been about 5.5 metres (18ft)

which still survive at the entrance to the mill race.

The Chisenhales

In the 18th century the Hall was in the hands of the Chisenhales, a famous old Lancashire family. The Rev. John Chisenhale died there in 1782, followed by Daniel his younger brother in 1799, leaving the estate in the hands of his daughters Ann and Hannah. Ann mar-

A community call

THIS area of Wigan is now a natural beauty spot on either side of the River Douglas and on the way from Riverway via Coppull Lane to the Plantations and Whelley.

In the days that I shall be referring to, it was a thriving community of some 60 houses, a farm, an inn, a shop and a mill. The area is not shown on any maps dated 1837 but is referred to in 1860 regarding mining activities.

The name Bottling Wood is derived from the name of the landowner at the time, a Mr. Boteler (the ancient spelling of the name Butler) and 'ing', meaning a stream. In the middle ages the Butler family were Barons of Warrington and they held land in Lancashire, Nottinghamshire, Lincolnshire and Sussex. The word 'Butler' referred to a high official in a noble household. This particular family were once officials to the Earl of Chester.

The census of 1881 refers to an estate of some 60 houses, a mill, a farm, a shop and an inn. The mill was a cornmill, namely Suttons Mill, driven by a water-wheel on a tributary of the Douglas, no longer in existence (see plan), using a weir built across the river to raise the level of the water. In 1861 the mill was owned by one Ambrose Ellis but by 1872 it was run by his wife. The Woodman Inn is first registered in 1869 when the landlady was Mary Foulkes. The shop, a mixed grocers, was owned in 1881 by a J.

Dennis. The farm was run by the Eastham family.

As can be seen from the photographs the people were not wealthy but it was a happy community. Most of the men were miners working in the local pits, such as the Alexander and the Lindsay. In the early days there was also a thriving nailmaking community (see plan). The houses near the Douglas were subject to flooding, and my aunt recalls that her father, when asked by his daughters if they could move from the area replied, "Nay lass, I came into this world here and they'll carry me out from here. It'll never flood our house while I'm alive". He was right, for two days after he died the house was flooded two feet above floor level, and my aunt and the rest of the family had to move in with relations until the water subsided.

The buildings were all demolished in the 1930's as Corporation building of houses commenced on the land above. The area to the east, known as Moloneys Brow, continued for a time as a drift mine. Eventually the flooding was tamed and the old bridges demolished and replaced.

The area behind and above Bottling Wood is still known as the 'Bloody Mountains', said to be the area where the Cromwellian Forces were positioned in The Battle of Wigan Lane.

R. D. Heaviside,
35 Sheldon Ave, Standish.



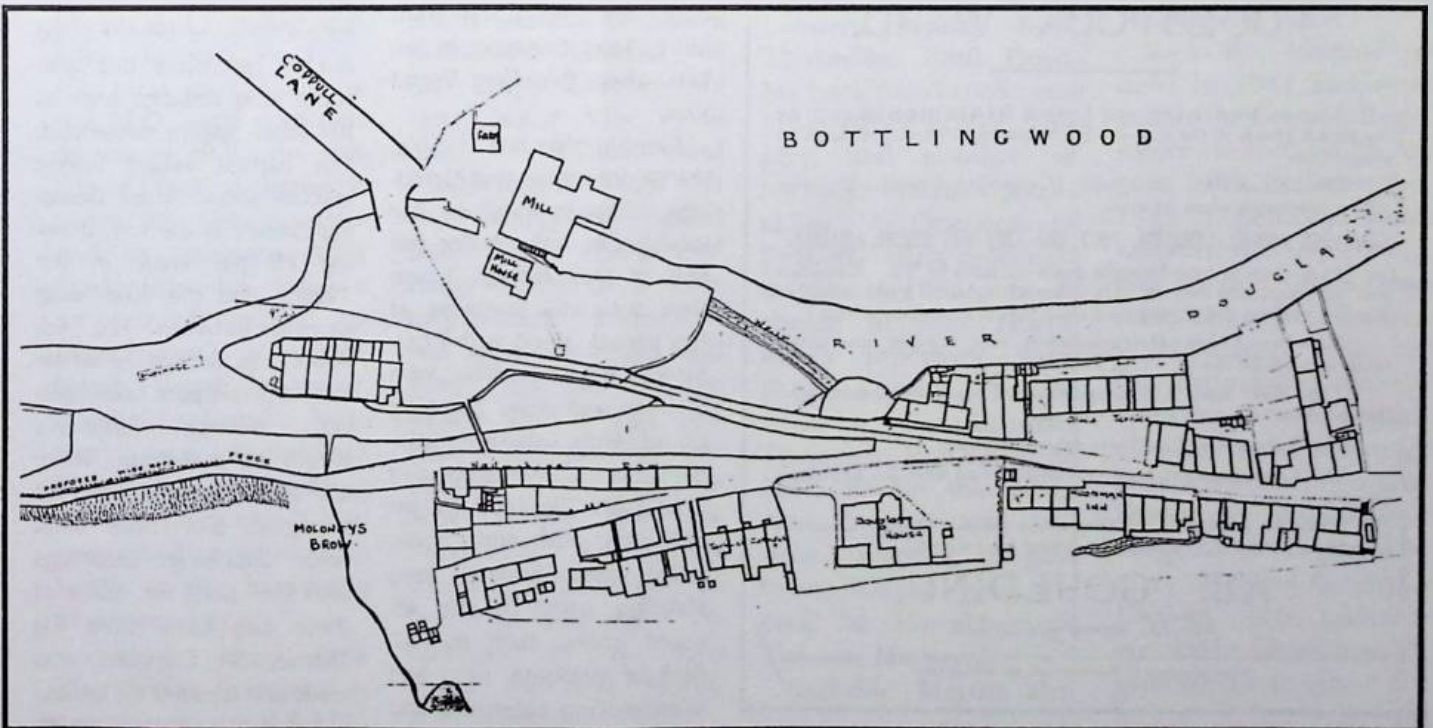
Bottling Wood, c.1931.

BOTTLING WOOD WIGAN

ed Bottling Wood



ABOVE: The Tarbuck family, c.1915, once resided at No. 11 Bottling Wood. **RIGHT:** Two pictures of Bottling Wood's residents - Mothers' Outing c.1925 and The Fishing Club c.1915. It is said that before the men went off they were required to drop money onto handkerchiefs which their wives had laid at their doors. The building behind the men with the gas lamp over the door is the Woodman Inn.




1994 sees the 90th anniversary of one of Wigan's best-known family firms.

From their premises in Pottery Road, Gouldings were pioneers of road haulage in the Wigan district. The original Alfred Goulding, who lived at 4 Cudworth Street, was a Conservative Councillor for Poolstock Ward between 1923 and 1930; he died in 1953, aged 87.

Thanks to the present proprietor, Mr. J. Kendrick, the surviving old records of the firm have been deposited with Wigan Archives Service together with several interesting photographs of early vehicles used in the business. The earliest account book dates from 1915, and shows that Gouldings were at that time using a steam motor for carting customer's goods. The principal customer at this

781
WIGAN.



ALFRED GOULDING, LIMITED

SWAN MEADOW,
WIGAN,
CARTING AGENTS.

(ECKERLESLEY'S)
6
WIGAN.



PETROL — STEAM — TIPPING MOTORS AND TRAILORS.

DAILY SERVICE to Liverpool, Manchester, Preston, Bolton, Blackburn, Burnley.

ALL GOODS ENTRUSTED TO US CAREFULLY HANDLED AND FULLY INSURED AGAINST ACCIDENT.



period was Eckerleys, the cotton spinning concern

based at Swan Meadow and Western Mills. Some carting was also done for Trencherfield Spinning Co. at Trencherfield Mill. Later account books illustrate the growth of the business, and no doubt the gradual shift from rail to road transport in Britain after the First World War.

Even in the late 1960's, the records show that Gouldings relied strongly on the local textile industry for the bulk of their custom. Eckerleys was still featuring at this period, along with Combined Egyptian Mills, John Sumner and Alder Spinning Co. of Leigh, Laburnum Spinning Co. of Atherton and Courtaulds. The main freight was yarn, cloth and cotton. Other Wigan firms of long standing occur in the account books, such as J.H. Peck of Wallgate, who had been making tarpaulins and

Top: From a blotter issued by the Company, c. 1930. **Above:** A rare photograph showing a Sentinel Steam Wagon, c. 1920.

sailcloths since the early 19th century. Most of the haulage seems to have been carried out in Lancashire but with some long distance trips as the road system developed. The earliest extant wages records show Alfred Goulding himself at the top, drawing £5 per week in the 1920's, and the other staff earning between 12s. 6d. and £2. 3s. 6d. On the whole the rates compare favourably with average workmen's wages at that time. There are also several bundles of receipted bills from local firms supplying Gouldings with fuel, parts etc. Some of these bills came from the Thorneycroft Company who made and repaired the lorries.

N.W.

Wigan Municipal Elections, 1927.

TO THE ELECTORS OF
POOLSTOCK WARD.

After the **Frothing** and **Lying Statements** made by the **mad men** of the Labour Party last night let us get down to simple facts

The Labour Party have taken Councillor Ramsden's advice with a vengeance when he said.

"Cod 'em enough (meaning you) and they will believe anything."

They claim to have brought down the rates by 7d. Rates last year were 14/6 now they are 15/9, **then they cod you** to believe that one shilling and three-pence more means seven-pence less.

Have your Labour Representatives ever brought one single thing forward for the benefit of Poolstock.

They never have and never will. They cannot even give themselves a vote.

Has Labour ever found you any employment.

Has Labour bought Poolstock Mill to find work for Poolstock people,

Think for yourselves and then thank the two Wigan Conservative Benefactors of Poolstock by giving your vote to

ALF GOULDING,
who has served you so well.

Printed and published by Wigan Printing Co., Ltd., 4, Chapel Lane.

Election poster for Alfred Goulding, 1927.



A Leigh medical playwright: JAMES SACKVILLE MARTIN

JAMES Sackville Martin (1874-1954) was born on 2 November 1874 into a medical family. His father was Dr. John Wise Martin, a lecturer in midwifery and diseases of women in the Sheffield School of Medicine, whilst his grandfather Mr. James Martin F.R.C.S.I. (Fellow of the Royal College of Surgeons of Ireland) was a prominent practitioner of his day in Southern Ireland. His four brothers all entered the medical profession.

Martin graduated from Edinburgh University in 1895 with an M.B. and C.M., after which he obtained a London conjoint diploma in 1897. He then proceeded to the M.D. with commendation in 1900, the subject of his thesis being injuries to the cranium and its contents. After graduation he held a number of hospital appointments at Edinburgh Royal Infirmary, Sheffield Royal Infirmary and Rotherham Hospital, as well as being for a time a ship's surgeon, before settling in Leigh at the beginning of the century.

During the First World War, he served as a captain in the R.A.M.C.

in the Mediterranean Command. Whilst in service, in 1916 he married Miss Florence A. Gladstone, daughter of the late C.E. Gladstone of the Bengal Civil Service and whose grandfather was a first cousin of William Gladstone.

Honorary Surgeon

In addition to the work of his industrial general practice at Railway Road, Leigh, Dr. Martin acted for many years as honorary surgeon at Leigh Infirmary and medical officer to the ophthalmic clinic. He was also chairman of the Leigh Division of the British Medical Association, 1939-1940.

Outside his professional activities he was a prominent member of the Leigh Literary Society, being Vice President, 1903-1905, and President, 1905-1906. It was during this period that he gave the first of many lectures to the Literary Society. However, it was as a playwright and poet that he became widely known. His best known play (a farce) was entitled 'Cupid and the Styx'. It was first produced at the Gaiety Theatre, Manchester in February 1909, under the direction of B. Iden Payne for Miss Horniman's company.

Miss Horniman (whose family were of Horniman's Tea fame) had been responsible for the opening of the Abbey Theatre at Dublin in 1904; after some disagreement, however, she came to Manchester where she bought the Gaiety Theatre in 1908 and managed it for 14 years. During this period she established one of the first repertory companies in the country, and encouraged the 'Manchester School of Writers', which included Sackville Martin.

Miss Horniman's Repertory

The 'Cupid and the Styx' cast included Lewis Carson, Charles Bibby, Leonard Mudie, Sybil Thorndike, Basil Dean, Michael Sherbrook and Hilda Bruce Potter. This play, and another of Sackville Martin's pieces called 'A Question of Property' (first produced in January 1908), was included in Miss Horniman's repertory company London season tours to the Coronet Theatre in May and June 1912. Earlier that same year the company had visited Canada, to perform 'Cupid and the Styx' at His Majesty's Theatre, Montreal.

Sackville Martin also

wrote 'The Purse of Gold' (1908), 'Women's Rights' (1908), 'Nellie Lambert' (1912), 'A Garnered Sheaf' (1945), 'Adventure: A Play in Blank Verse' (1945) and 'From Hellas to Limerick' (poems) (1949).

Talented Actor

He was also a talented actor. His talents were displayed on the local stage as a member of the Leigh Literary Society Dramatic Section in December 1910 when he took part in a presentation of three Irish plays staged at the Co-operative Hall — J.M. Synge's 'The Shadow of the Glen', William Boyle's 'The Building Fund' and Lady Gregory's 'The Workhouse Ward'.

Sackville Martin retired in 1944 and went to live in Bognor Regis, where he died on 25 August 1954. In December 1955, a memorial tablet was unveiled to his memory by Mr. John Horrocks at Leigh Infirmary. It is placed near the Boardroom and reads:

'In memory of J. Sackville Martin M.D. former Honorary Surgeon and Honorary Ophthalmic Surgeon to Leigh Infirmary, Medical Governor 1906-44. This tablet is erected by his widow. He gave service to all'.

T.A



THE PRINCE OF WALES THEATRE, LEIGH

THIS was one of the earliest purpose-built theatres in Leigh, opened in Back Salford on 9 May 1863. The proprietor was Mr. Matthew Wardhaugh, who also owned the Theatre Royal, Bury. Prior to the opening, in April 1863 Wardhaugh applied for a 12 month theatrical licence at a special session convened by the magistrates. The application met with considerable opposition, particularly from Sunday School teachers. A 400 name petition, signed by children and clergy of the area, was read out:

'Gentlemen, we, the undersigned inhabitants of the Parish of Leigh, having read in the Leigh Chronicle that the magistrates of this town have been solicited to consider an application to licence a theatre which is now in the course of erection in the town do now petition your worships that such licence when applied for be refused, the opinion of your petitioners being that the establishment of a theatre would result in no benefit, but would be attended with evils, especially the demoralisation of the young and rising generation.'

Theatres, claimed the petitioners, were the most 'despicable establishments for the juvenile portion of the population', places where morals were contaminated. Wardhaugh's solicitor countered with the assertion that the petitioners had no right to deter other people from the enjoyment of anything already allowed by the legislature. Theatres were not only patronised by royalty and nobility, but by everyone with a disposition to cultivate theatrical amusement. Shakespeare's plays were good and production of these would be staged.

After further debate, the licence was finally granted and the theatre opened on Saturday 9 May 1863. Un-

fortunately neither the seating capacity in the building nor the performance times were quoted in the advertising columns of the local papers. Admission prices, however, were:

Front boxes	1s 0d.
Side boxes	6d
Gallery	3d

The first performance opened with the drama 'Moma, The Forsaken One' and 'Make Your Will'. During the evening Mr. Wardhaugh delivered an opening address.

The first full week after opening saw a different piece performed every night - 'Two Loves and a

Life', 'Writing on the Wall', 'The S Ranger', 'The Bird Catchers of Bedford or the Pigeon Flyers of Leigh' and 'Ingomar the Son of the Wilderness'.

The Prince of Wales remained open until the early 1870's. By 1866 the management had passed to E.C. Litchfield, and three years later to Tom Slater. Mr. Wardhaugh (together with his wife) briefly returned in July 1868 as actors in the dramatic pieces 'Rip Van Winkle' and 'Richard III'.

On 15 May 1874 a timber auction, held by Richard Greenough, was held on the site of the theatre. He auctioned off in lots pine, spruce board and scantlings which had been used in the original erection of the building. This was not to be the end of the theatre on this particular site, however - a year later an application was made to magistrates at the Town Hall for a renewal of the theatrical licence. The Prince of Wales was to be reopened on the same site but under a new name - the Victoria Theatre. The licensee was actor/manager E.C. Litchfield. In October 1875, the interior of the building was 'beautified' - the seats were cushioned, hangings and shields placed on the walls and good fires kept in place. To add better lighting chandeliers were also fitted. Dramatic presentation pieces included many well known Victorian titles - 'Lady of Lyon', 'Kathleen Mavoumeen', 'Colleen Bawn', 'East Lynne', etc.

By 1879 the theatre was unfortunately no longer in existence on this site - it had been demolished to make way for the Conservative Club and Assembly Rooms which still remain on the same site. It is worth noting that the Assembly Rooms were officially opened on Thursday 11 December 1879 by General Tom Thumb and Commodore Knott, the famous midgets.

T.A.

VICTORIA THEATRE, LEIGH.
 PROPRIETOR—MR. E. C. LITCHFIELD.
 TO-NIGHT (FRIDAY), AUGUST 11TH, 1876,
 Will be Performed the Sensational Drama
 Entitled
I AM HERE; OR, THE CHILD OF THE D U K E !!!
 Lazarus }
 Zoop }MR. E. C. LITCHFIELD.
 Henriques }
 I Am Here }
 Supported by the Entire Company.
 Another Monstrous Performance for the People!!!
 Production of Two Powerful Dramas!
 ON SATURDAY, AUGUST 12, 1876,
 Will be performed the Famous Historical Drama
 Entitled
SEA KING'S VOW; OR, A STRUGGLE FOR LIBERTY !!!
 Wild Eric of the Hills.....MR. E. C. LITCHFIELD.
 Concluding with
JACK ROBINSON AND HIS MONKEY !!!
 ON MONDAY, AUGUST 14TH,
 The Performance will be under the Distinguished
 Patronage and Presence of
MR. AND MRS. ROBERT GUEST,
 of Bedford House,
 And several Industrial Families in the Neighbourhood.
 The Curtain will rise on vast Sparkling Comedy
 Entitled
ALL THAT GLITTERS IS NOT GOLD !
 Toby Twinkle (by desire).....MR. E. C. LITCHFIELD.
 Martha Gibbs (a Factory Girl).....MRS. LITCHFIELD.
 TUESDAY, AUG. 15TH, the Performance will Com-
 mence with the Beautiful Drama Entitled
T H E D R E A M A T S E A !
 WEDNESDAY, AUGUST 16TH, will be Produced the
 Great Romantic Drama Entitled
O R A Z Y R U T H !!!
 THURSDAY, AUGUST 17TH, will be Produced the
 Hibernian Drama Entitled
T H E W R E N B O Y S !!!

The Winding Engine

My life began in rough-hewn rock,
Which, when pulverised and scorched with
incandescent heat
Gave forth the metal which to hammers' beat
Was forged by honest men, who,
Knowing what I should be called upon to do
Endowed me with Titanic power, and placed
me here
Within my brick-walled tower where now I
bide,
Subservient to the creature by my side,
Who, with just one movement of his puny
hand
Can call to his command, the strength of
giants
Unto the power of ten, or more,
And when signals tell him all is ready down
below,
That hand is lifted and my breath, my
life-blood flows into me,
A surge of scorching searing steam that
rouses me from sleep;
I flex steel muscles, gently stir, and then
My massive pistons thrust relentlessly
My breathing is more deep.
Eccentrics, quietly quarrelling take up their
position
Conducting my timing with absolute
precision;
Fury unleashed my shining crossheads drives
With hastening speed along their slippery,
polished guides,
And whirling cranks dissolve into a blur of
burnished steel
As alternating piston-thrusts they feel,
Whilst to and fro my shining con-rods fly
Under the power of my hot breath
Which, when it's work is done, exhausts,
roaring defiance to the sky.
In praise of conquering power, triumphantly
My steel orchestra plays it's symphony.
And from the headstocks, through the
wall-slot comes
The thick black winding-rope, not serpentine
But arrow-straight, to lap itself in ordained
style
Upon my swift-revolving drum.
My governor, it's spinning weights encased in
metal ring
Keeps firm, unwavering check as up that
hell-deep shaft
My human load I bring
With surface near, my wild momentum
slows, then stops
As once again that small hand moves and
cuts the flow
Of steam, and as below me pass the men
That I have hauled from Stygian depths,
I softly sigh, and settle down once more
Contentedly to rest.

(ANON)

Nor Enuff Time

I'm fur fagged ate, me legs are bad,
If I 'ave fert bend, I'm sure I'll sag,
But weshin has be dun tha knows, dam it,
Th'ironing too, that's hey it gus, not time t' spit.

Th'owd wuman's werk, n'er seems be dun,
There's nor a day lung enuff, by gum,
As weel as werk, there's sknikin' kids,
Bur I wudna change it - not for quids.

Mrs. M. Evans,
Bickershaw,
Nr. Wigan.



Lily Brayton in 'The Two Pins'. Born in Hindley in 1876, the daughter of Dr. John Grindall Brayton, she joined F.R. Benson's Acting Company in 1896 and made her first stage appearance later in the year in Manchester. In 1900 she first appeared on the London Stage — at the Lyceum Theatre, as Alice in Henry V. She made tours to Australia and South Africa, and continued to 'tread the boards' until 1932. She was also involved in the management of His Majesty's Theatre, London, in conjunction with her husband Oscar Asche, producing Chu-Chin-Chow, which notched up a record 2238 performances between 1916 and 1921. She played Zahrat-al-Kulub in nearly 2000 of these. After Asche's death in 1936 she married Dr. Douglas Chambers Watson and lived quietly at home in Dawlish, Devon, until her death in 1953.

Local History Officer Tony Ashcroft, who is mounting the Heritage Service's drama exhibition in November, is keen to find a recording of the show Chu-Chin-Chow. If any reader knows of any available recording, could they please contact him at Leigh Library (0942 60413).



YEAR OF DRAMA 1994

EXHIBITIONS IN THE HISTORY SHOP

The first of four exhibitions in the History Shop to celebrate the Year of Drama was a great success — 'George Formby' proved one of our best-attended exhibitions.

During the summer there is an opportunity to view some of the magnificent Crawford collection of Napoleonic political cartoons.

We then return to the Year of Drama theme, with no fewer than three separate exhibitions.

5 September - 8 October

IMAGES OF POPULAR ENTERTAINMENT

An exhibition containing original drawings, watercolours and gouache paintings, featuring an international array of costume and set designs from film and theatre.

11 October - 23 November

PALACES OF VARIETY

An exhibition featuring the photographs of Ian Beesley. Wrecked, disfigured, re-furnished,

alive, abandoned or converted, the theatres and cinemas of the North West are still in evidence in our towns and cities. This exhibition contrasts the surviving grandeur of the buildings with the mundane nature of many more recent uses, such as bingo halls, discount shops and auction rooms.

28 November - 28 January

A CELEBRATION OF LOCAL THEATRE

The Heritage Service closes the Year of Drama season with its own offering, aiming to tell the story of theatre in our borough. Told with the aid of text, photographs, playbills and theatre plans, the exhibition follows the development of popular theatre, the history of our important theatre buildings and highlights local personalities, such as Lily Brayton (see p.11), Marie Ault, George Formby, Rosalind Plowright and a whole host more.

'94 - '95 LECTURE PROGRAMME

The second year of lectures in the History Shop has now finished. I am delighted to say that it has been a resounding success — and as you will see, some equally fascinating subjects are on offer for the new season. Lectures are held on the second Wednesday of the month at 7.30 p.m. — excellent value at only £1, including coffee. Tickets can be obtained in advance from the History Shop (0942 828128)

12 October

'Murder Most Foul — Some 19th century Wigan Murders'
James Fairhurst

9 November

'A History of Turton Tower (near Bolton)'
Martin Dowland

14 December

'They Burn Witches, Don't They? Witchcraft in the 17th Century'
Lizzie Jones

11 January

'Women in the Mines'
Graham Stirrup

8 February

'An Introduction to Heraldry'
Jack Straw

HELP!

During San Evans' excellent presentation of the 'George Formby Story' in the History Shop on 11 May, some of Stan's valuable photographic collection disappeared.

Would all those who attended the evening please check in case they have taken these photographs inadvertently. If so, please contact the History Shop (0942 828128), so that they can be returned to Stan.

A Victorian Christmas at Haigh Hall

December 15 1994

Menu

*Potage
Mock Turtle Soup*

*Entrée
Cedron à la Genoise*

*Roiti
Beef Specialty Platter for the Occasion*

*Entrènements
Champagne Jellies*

*Dessert
Pineapples - Grapes - Bananas, etc*

Café au Lait

*Wines
Hot Punch - Vin Blanc - Flair - Port*

Victorian Costumes to be worn

Tickets - 24 Guineas (£25.20) available from Haigh Hall (0942 831046) or TIC (0942 825677) - Credit Cards Accepted

*Further details from Alastair Gillies,
Wigan Heritage Service (0942 827375)*

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SOCIETY NEWS

Aspull & Haigh Historical Society

During the summer the society will be visiting various sites of historical interest.

8 September

'Bolton-Leigh Railway, 1824-1828'
Miss L. Basnet

13 October

'Parish and Other Church Records'
Nicholas Webb

10 November

'The Ribble Valley'
Mrs. F. Greenhaigh

8 December

Christmas Party

The society meetings in the village centre, Bolton Road, Aspull, on the second Thursday of the month at 8.00 p.m. For further details contact the Secretary, Mrs. Dorothy Dootson, 5 Standcliffe Grove, Aspull (0942 831204)

Atherton Heritage society

8 August

'History of Coins, 1797-1994'
Mr. Prescott

12 September

'Edwardian Scandals'
Mr. B. Oldroyd

10 October

'Sir Thomas Tyldesley' (AGM)
Mrs. I. Jones

14 November

'Eccles Cakes'
Mrs. E. Vigeons

12 December

Evening Trip to Tatton Hall
(with mince pies, mulled wine and carols)
All meetings are held in Atherton Library on the second Monday of the month at 7.30 p.m. For further details contact Mrs. M.P. Madden, Secretary, 22 Butterfield Road, Over Hulton, Bolton BL5 1DU, (0204 651478)

Leigh & District Civic Trust

For details contact the Chairman, Betty Isherwood, 7 Pennington Mews, St Helens Road, Leigh (0942 672058)

Leigh & District Family History Society

19 July

Visit to Manchester Jewish Museum

August

Visit, TBA

20 September

Introductory talk, with a welcome to new members
Mrs. E. Finch

18 October

'Poor Law & Settlement Orders'
Nicholas Webb

15 November

'The English Civil War in Lancashire'
Fred Holcroft

December

Informal Christmas meeting in the Derby Room, Turnpike Centre, Leigh, on the third Tuesday of the month. For further details contact Mrs. Olive Hughes, Secretary (0942 606156)

Tyldesley & District Historical Society

Meetings are held at Tyldesley Pensioners Club, Milk Street, Tyldesley, on the third Thursday of the month, at 7.30 p.m. For details contact the Secretary (0942 893241)

Wigan Archaeological Society

6 July

'The Mary Rose'
Lucy Pile

7 September

'Ancient Egypt'
John B. Priestly

5 October

'Coins & Heraldry'
Jack Shaw

2 November

'Bolton Museum'
Angela Thomas

The Society meets in the History Shop on the first Wednesday of the month at 7.30 p.m. For further details contact Bill Aldridge, 5 The Beacons, Appley Bridge, Wigan WN6 8DU (0257 252529 or 0772 34051)

Wigan Civic Trust

For information, contact Anthony Grimshaw, Secretary (0942 45777)

Wigan Family History Society

Meetings are held twice monthly at the Seven Stars Hotel, Wallgate, Wigan. For details contact Len Marsden, Secretary (0942 217764)

ALL CHANGE AT THE PIER

If you haven't been to the Pier recently, you're in for a pleasant surprise next time you visit. There is a whole new set of scenarios, for example, performed by Wigan Pier's Acting company. And a splendid new audio-visual presentation, comprising an authentic Victorian lantern-slide presentation, followed by 'The Story of Wigan Pier'.

You'll also notice some changes in 'The Way We Were'. A magnificent Victorian lamp standard is now the focal point, surrounded by a chemist's shop, pawnbrokers and telegraph office, not to mention market cross, some market stalls and a school playground.

So make sure you visit the Pier this summer!

Leigh & District Civic Trust - Open Days

10 & 11 September
at Coleman & Cropper,
Chapel Studies,
Warrington Road,
Glazebury,
Cheshire. WA3 5NX

Coleman & Cropper specialises in restoring church stained glass windows. The focus of these days will therefore be very much on this fascinating traditional craft, within the context of the firm's new premises — a former Primitive Methodist Chapel. There will be a display of sale items and exhibitions of the craftsmen and women at work.

Further details from Roy Thomas (0942 492457)

This will also be the occasion of the Trust's launch of an appeal for funds towards the restoration of the Spinning Jenny plaque. Leigh readers will no doubt remember this set of tiles depicting a lady in a green dress with a spinning jenny which hung until the late 1980's on a shop wall at the corner of Spinning Jenny Street and King Street. The plaque was erected in 1911 to commemorate the street in which Thomas Highs, who invented the spinning jenny in 1746, used to live. Funds permitting, it is hoped that the plaque, which is presently too fragile to display, can once again be seen by the people of Leigh, in the Spinning Gate Shopping Centre.

Further details from Betty Isherwood (0942 672058)

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Astley Green Colliery

MEMBERS of the public are welcome to visit this fascinating attraction — or even to join the Red Rose Steam Society, a splendid group of volunteers who have kept the site going as a tourist attraction since it ceased to be a working mine nearly 25 years ago.

The Colliery is normally open Tuesdays and Thurs-

days, 1.00 - 5.00 and Sundays 11.00 - 5.00. Schools and party visits by arrangement.

Don't miss one of the highlights of the year — the Trans-Pennine Run, 6 - 7 August. Engines gather on the Saturday and leave for Harrogate early on Sunday morning. All welcome.

A WORTHY CITIZEN

ROBERT BARROW was a remarkable man who was well known in Golborne and surrounding district and indeed the county. Born in Abram in March 1876, the son of a colliery overlooker, he quite naturally followed his father into the mines. In his teens Robert studied mining at Wigan Technical College where he qualified as a M.I.M.E. He was also becoming widely known as a lay preacher in Primitive Methodist circles, taking services over a wide area around Wigan and Leigh. It was on one of these appointments that he met the young lady who was to become his wife, at Lowton Road Methodist Chapel, Golborne. For several years he continued to work in the mines and in January 1901 married Miss Ellen Taylor of Golborne, sister to Henry and Samuel Taylor, famous for the Gold Medal award they won for bread-making in a national competition early in the century.

Shortly after getting married there was a bad roof fall at the pit; Robert had a narrow escape, so narrow, in fact, that his "Tommy Tin" was crushed. After the accident Mrs. Barrow, who had always been fearful when her husband was underground, persuaded Robert to leave the mine. Together they started a greengrocery business; as was usual in those days they sold fish and rabbits, skinning them when the customer bought them. They took their wares round the area by horse and cart, a task in which Mrs. Barrow also took part. Eventually a large shop was opened in High Street, Golborne, next to Jenkinsons the butcher. For a while things went well, but with the threat of war business began to decline; as a result they de-

ecided to take a smaller shop directly across the road. It was at this time that they suffered a great tragedy. Be-

hind the shop was a communal wash house used by two or three other neighbours, each on specific days of the week. Saturday was the day chosen by Mrs. Barrow to do her washing. On that fateful day she lit the fire under the copper boiler as usual and left it to heat up. At the time her young daughter and the children of the neighbours were playing happily in the yard; eventually, however, they wandered into the wash house, despite having been told not to go in there. Tragically her daughter's long dress caught fire, and although the little girl was rushed to Wigan Infirmary, she was so badly burned that she died the

next day. Mrs. Barrow never really came to terms with that great sorrow.

When Robert was called up to serve in the Great War they decided that Mrs. Barrow should return to Lowton Road to be near her family. The house they took was the end one in "Factory" Row, with plenty of room for stabling and eventually for garages and a warehouse. It was from there that Mrs. Barrow continued to run the business, going on her rounds with the horse and cart.

Right at the end of the war and just before Robert returned the couple suffered another setback — their young son and his friends were larking about in the stable and accidentally set it on fire, burning it out completely and effectively ending the business at that point.

On Robert's return, however, he and his wife started up again and very soon added potato dealing to the business. Within a short time a Model T. Ford wagon was bought and the foundation of a sound business was laid. In the late 1920's a haulage business was added; and with the building of the East Lancashire Road the opportunity was provided for further wagons to be bought and more men employed. It was at this time that their son Herbert began to have some influence and the enterprise steadily grew.

From 1918 until World War II Robert Barrow was a very active man in all walks of life, but perhaps he will be best remembered for his work at Lowton Road Methodist Chapel and his preaching round the circuit — and indeed further afield, for he was a popular speaker who was constantly being invited to take special services.

His services to the community were many and varied.



Robert Barrow's grocery Shop, 56 High Street, Golborne, c. 1910

* A metal container fastened to the miner's belt for carrying his 'Jackbit' [food]

As a supporter of the socialist party, for example, he was called upon to speak for the cause on numerous occasions. He was a local and county councillor, a Justice of the Peace and served on the Board of Guardians for Leigh.

"Bob" Barrow was a keen sportsman all his life, cricket being his special love. Even during his war service he played many times with, and against, well-known cricketers. On his return from the war he played for Plank Lane C.C., but in the late 1920's he formed Lowton Road C.C. (more often known as "Bob Barrow's team"). Many a Lowton and Golborne youth has reason to be grateful to him for giving him the opportunity of playing in the West Lanes Cricket League—in the 1920's & 30's many were out of work and could not even pay their subscriptions, but with his help were able to enjoy that privilege. I also remember the many times we waited on "Barrow's square" when we were playing away, ready to be taken to the ground in Mr. Barrow's car or wagon, or at other times in Twist's taxi. Mr. Barrow himself played and captained the first eleven until he was 67 years old. Sadly he passed away in 1948 at the age of 72.

Mr. Barrow's influence lives on, not least because his son Mr. Herbert H. Barrow and son-in-law Mr. James "Jimmy" Bridge were lay preachers for 50 years; their contribution to the community is still fresh in our memories. Sadly only his daughter Marian, Mrs. J. Bridge, remains of that generation and I must thank her for helping me with this tribute to Mr. Robert Barrow, a worthy citizen indeed.

• Mr. Herbert Worsley is author of two books on Lowton's past, 'Family Furrows' and 'The Dwindling Furrows of Lowton'. Both are on sale in the History Shop.



Top: Lowton Road 1st XI Cricket Team, Robert Barrow is on the front row, third from left. Middle: Robert Barrow's grocery lorry, 1950's. Above: The East Lancashire Road under construction, early 1930's.

THE STORY OF THE

Past Forward 6 told the first part of "The Story of The Yorkshire Horse", reprinted from the Journal of the Railway and Canal Historical Society, July 1993, vol. 31, pt. 3, no. 155, by Richard Daghlish, a direct descendant of the subject. This issue concludes the story.

More details of Daghlish's locomotive can be found in the manuscript 'Specifications and Estimates', the Commonplace Book of William Radford, which is in the Lancashire County Record Office, Preston, and includes the following in which the original spelling is retained:

Questions answered relative to Locomotive Engines, railways &c at Orrell colliery near Wigan, Lancashire, Feby. 1825 by Robt Daghlish.

1st. A wrought Iron steam boiler (oval) 9 feet long 4 feet 3 inches high, and 3 feet 2 inches wide. Plates $\frac{1}{2}$ in. thick (double stitched) with a $\frac{3}{8}$ in. thick tube through it 2 feet 3 in. diameter placed 3 in. from the bottoms, with a wrot Iron chimney 20 in. diameter at bottom, 16 in. at Top, and 14 feet high—two steam cylinders 8 in. diamr. with metallic pistons—stroke 2 feet, making from 40 to 50 per minute, when the engine will travel at a rate of from 3 to 4 miles per hour.

2nd. The Safety valve weighted from 30 to 32 pounds per square inch, predominating or exceeding that of the atmosphere, which is equal to a 14 horse engine (though only called an 8 horse power); consumes when in action 140 lbs of coal per hour—to 15 cut in 12 hours, and will evaporate 420 gallons of water in the same time. Brass feed pump 2 in diamr—stroke 4 in; weight of the engine upon 4 wheels 5

tons 4 cwt, water 16 = 6 tons. Carriage wheels 3 feet diamr— $4\frac{1}{4}$ in. broad on the rim. Bearing on the rail $2\frac{1}{4}$ in.

3rd. Carriage wheels 7f. 2 in. centre and centre, total length of oak frame 16 feet 12 in. deep by $5\frac{1}{2}$ in. thick.

4th. Width of railway 4 feet inside, carriage wheels geared to 3ft. $11\frac{7}{8}$ in. outside of flanges, two fast and two loose, at opposite angles; with good bearings of 10 in. bored through the naves $\frac{1}{4}$ inch thick conical, the journals of the axletrees $3\frac{1}{4}$ inch dia. working on a brass step of 5 inch bearing.

5th. Dimensions of a coal wagon, length and width at top 7f. 6 in. by 3f. 6 in.—length and width at bottom $6\frac{1}{2}$ f. by 2f. 10 in. and 3ft. 10 in. high with axletrees $2\frac{3}{4}$ octagon—journals $2\frac{1}{2}$ dia. bearing $3\frac{1}{2}$ in.; and upwards, with a square end staked fast in the wheel. Total weight 22 cwt (called a long ton) and will hold 2 tons of coals of 120 lbs per cwt, and when well filled will hold 45 cwt. Wheels 3 feet diamr. with 6 crooked arms theretin, and placed 3f. 6 in. centre and centre—Ten of which are drawn up an altitude of 1 inch to a yard—say 10 loaded.

6th. Wagons 3 Tons each = 30; Engine 6 tons = 36 tons, at a rate of from 2 to 3 miles per hour; and will travel on a level railway with 30 waggons 3 tons each. Engine 6 ton = 96 tons in the whole at a rate of 3 miles per hour; in both cases the safety valve the same (i.e.) 32 lbs per square inch. The engine will travel 30 miles in 12

hours including stoppages for watering &c.

7th. Saving compared to horses is in some measure regulated by the price of oats and hay—say when the former is at 4/- per bushel and the latter at £5 per ton, in that case each engine will save upwards of £400 per annum—together £800 but when oats are at 3/- per bushel and hay at £4 per ton—the saving is then reduced to £300 for each engine—together £600 per annum.

8th. Expence of working, taking care of waggons &c—one engine @ £20 per week = £50 per ann. [sic] Two boys at 9/- per week each = £46.16 per ann.

Wear and tear of Engine carriage wheels & oil; &c £60—Cost of Engine with metallic piston &c complete 400 guineas.

Radford was born at Salford, Lancs in 1817 and was articled to a firm of engineers. He appears to have borrowed a number of specifications, estimates and observations concerning bridges, canals, aqueducts, roads and railway structures from a firm of surveyors, and copied them out for his own edification. His notes on canals include estimates for alternative routes of the Lancaster Canal, and John Rennie's specification for the Lune Aqueduct of 1793.

The Record Office's Report for 1975 includes the following passage:

William Radford's early professional life was to be actively concerned with railways and it is interesting to find in his commonplace book not only specifications for a mainline engine and carriage (for the Great Western) but a detailed description by Robert Daghlish,

manager of the Orrell Collieries, of the geared locomotives which he had introduced there as early as 1822. Built at the Hatgh Foundry, Wigan, to Blenkinsop's patent, the YORKSHIRE HORSE of 1812 and its two successors propelled themselves along by means of cogs cast on the outside of the rails.

Radford worked overseas on early railways and in 1850 set up as a civil engineer and surveyor in Manchester. He was soon to be given county appointments as Bridgemaster and Surveyor of County Bridges, with responsibility for Amounderness Hundred in 1851 and for Leyland and Salford Hundreds in 1852. He remained occupied with roads and bridges until his death at the age of 80, in 1897.

Daghlish's own version

Wigan's Record Office at Leigh has the original of the following letter written on 1st April 1856 to a Mr. Jones, Plasterer, etc.—34 Mount Pleasant, Liverpool:

Orrell Cottage,
near Wigan.
Lancashire

Dear Sir,

I only returned from the North of England last night, when I found your letter of the 25th ult., with not a few others, on important business, [which] is the reason of my not replying to yours ere this respecting the first application of Locomotive Engines in Lancashire.

I made the first in this County in 1812, & put it on an extensive colliery, under my direction, into full action, at the beginning of 1813, which was nearly two years before Mr. Geo. Stephenson made a Locomotive Engine in Northumberland.

YORKSHIRE HORSE

The first do do (locomotive engines) were not put into full action on the Liverpool and Manchester Railway until the year of 1829 & 1830, which was upwards of sixteen years after I made the first in this district, & on being found to answer so well, & caused a saving of nearly £500 per annum compared with the use of Horses, Drivers, etc., so that I had other two at work before the end of 1816, and had them in use for upwards of 36 years, when I finished the colliery on which they were applied, so that I think you fully entitled to any Wager (or Bet) you may have ventured on that affair.

I am, My Dear Str, Yours, cordially, Robert Daglish, Senr. P.S. Be good enough [to] acknowledge the receipt of this at an early convenience, & say [whether or not] it meets your views & answers your purpose.

[note added in pencil, in different handwriting] N.B. I worked two of my Locomotive Engines on a cog railway by which the resistance was obtained, & one of them by adhesion produced between the surface of the rail & the periphery of the driving wheels.

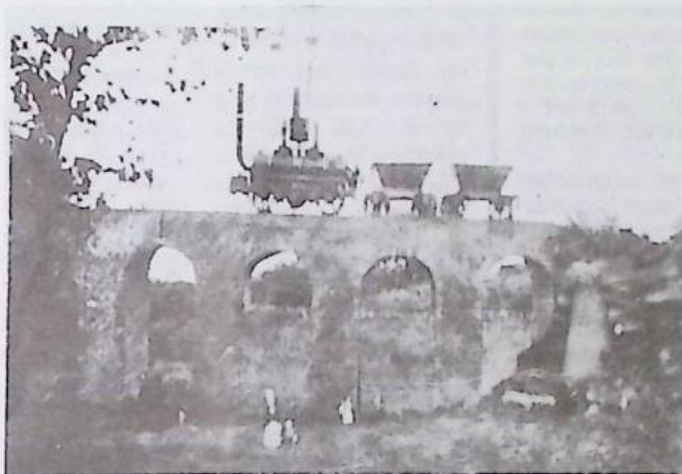
The letter is in a very neat hand and there is much underlining of words for emphasis, not reproduced here. Robert was about 77 years old at the time.

The following, also in the Wigan Record Office, is from the same address and dated as above; it is in the same hand as the main part of the letter:

*TO ALL WHOM IT MAY CONCERN
This is to certify that I made the first Locomotive Engine in Lancashire in the year of 1812, & put it into action the beginning of 1813 on an extensive colliery, under my direction, belonging the late John Clarke Esq., in the township of Orrell,*

near Wigan, for the conveyance of coal, &c., by trains of wagons, from his colliery near Orrell Mount to the Leeds & Liverpool canal, which was upwards of sixteen years before any Locomotive engines were put fairly into action on the Liverpool & Manchester Railway.

*Robt. Daglish, Senr....,
M. & C.E. [sic]*



The faked photograph mentioned in the story.

The photograph

In the early 1960's two local historians came across a photograph which they hoped would prove to be of Daglish's locomotive. Their enquiries revealed that it was of a model made by a retired miner, Mr. Eli Banks in the late 1930's. The model was based on drawings of the original Blenkinsop locomotive but photographed against a reconstruction of a viaduct with a background of the park at Winstanley Hall where the 'Yorkshire Horse' had been worked a century earlier.

The model has survived, and is at the Miners' Convalescent Home, North Promenade, Blackpool. In 1975 Mr. D.G. Slater of Standish near

Wigan told me that Mr. Banks who made the model was a founder-member of the Wigan & District Model Engineering Society and presented it to the Home. Originally arranged for coin-in-the-slot operation, the mechanism is no longer operable.

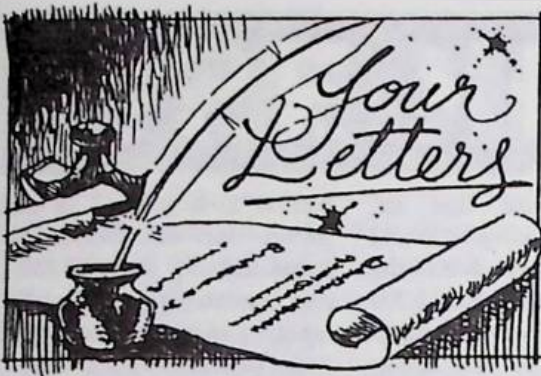
End of the Yorkshire Horse

Mr. Donald Anderson quotes one Joseph Hilton who decried the fate of the original Daglish locomotive. Hilton was born in 1849 and 80 years later said that the engine part of the Yorkshire Horse had been fixed up in the colliery stables for hay cutting and mixing proven-der; it passed away under the demolishers' hammer at the closing down of the collieries in the early 1920's.

Conclusion

Robert Daglish was early in the field of steam locomotive building and operation. The Memoir quoted above refers to work on the Newcastle & Carlisle Railway; he

had at least a hand in the survey for the Bolton & Leigh Railway in 1827 despite some reported differences of opinion with the great George Stephenson. In 1834 his entry for an improved form of 'railway bars' [rails] won him the premium offered in a public competition by the Directors of the London & Birmingham Railway Company. He was consulted by a number of railway concerns both in the United Kingdom and overseas, as was recounted in the Memoir. Despite his evident skill and contemporary reputation, it seems strange that he had no entry in the Rainhill Trials which were held only a few miles from his home and workplace. Although he acquired an interest in the St. Helens Foundry, also conveniently placed for the Trials, previously owned by the Watson family, it appears to have been his son, Robert Daglish junior, who built up this business over some 50 years. The many accomplishments of Robert senior extended beyond those listed in the Memoir: his name appears on the face of two surviving 'miners' dials', survey instruments used in collieries. He surveyed estates and coalfields; he managed collieries; he lived to 88 years; his marriage lasted for 47 years and he fathered seven children, of whom five lived to adulthood. The house he built, Orrell Lodge, still stands. However, his name appears mainly in the footnotes of history and, sadly, his family which is also mine, has kept no papers.



A Lass in Aspull

WHEN I was a lass in Aspull, about the 1920's, we'd all run a mile for a funeral. We'd go and knock on the door when we knew there'd been a death and ask if we could see the body. One of the relatives would lead us in, lift us up, and draw back the veil so that we could see the face of the recently departed. Needless to say, as soon as our mothers learned what we had done we'd get a good hiding for going (we'd still seek out the next one though!)

On the morning of the funeral, neighbours would put on little white aprons, just like waitresses, and would go round the assembled people offering spiced currant buns together with warm ale from a pewter tankard. Children were given real lemonade made from sliced lemons.

If it was a man who had died, two men would lead the procession to the church but if it was a woman's funeral she would be led to church by two ladies. In those days the hearse was horse-drawn and the mourners would line up behind and walk to the church.

Annie Walsh,
Aspull

A GROCERY TALE

THIS is a grocery account written by my mother on 1 November 1962. She was then 87 years old. I saved the original bill as it was written just a week before she died. Excellent handwriting and perfect spelling.

The shop was Latimers, a family firm in Market Street (opposite Hallgate), Wigan. The assistant would come to the home for the order and it was delivered to the door the day after. No charge for this service!

4 lbs of Sugar	2s. 10d.	1lb Castor Sugar	0s. 11 ¹ / ₂ d.
1 lb of Stork	1s. 6d.	¹ / ₄ Lancs. Cheese	9d.
2 lbs Butter	7s. 0d.	Tin Heinz soup	1s. 2d.
Packet Suet	1s. 3d.	1 Hovis	10d.
Tin of Salmon	3s. 10d.	1lb Brown sugar	1s. 1d.
1 lb Prunes	2s. 6d.	Small Fish Fingers	1s. 8d.
¹ / ₂ lb Sultanas	0s. 9d.	Bottle of Stirgene	2s. 2d.
¹ / ₂ lb of Tea	4s. 0d.	Packet Eclair	2s. 0d.
3 lbs of S.R. Flour	1s. 11d.	Tin Tom Soup	1s. 3d.
Bottle HP Sauce	1s. 6d.	Packet of Pastry	1s. 0d.
Tin of Baking Pow.	1s. 3d.	Dog Biscuits	1s. 0d.
Large Rinso	1s. 11d.	TOTAL	£2 9s. 1 ¹ / ₂ d.

Miss Joan Bamford, Wigan.

• Latimer's shop can be seen in a 1902 photograph of Market Street, reproduced in *Those Dark Satanic Mills* (no. 92) and *Wigan Through Wickham's Window* (no. 95). Ed.

Memories of a Colliery Electrician, 1907-1912

Mr. D. R. Lamb has kindly contributed these fascinating memoirs written by his father, C. A. Lamb, c. 1965, when he was in his mid-70's.

IN 1907 (aged 17) I left Upholland Grammar School to start work at once as an apprentice, or pupil under indentures with the Corlett Electrical Engineering Co. Ltd. of Wigan. This was a year of great changes for me — gone were the days of leisure, of books, of drawing and painting, of the polite society of my family, and family prayers. No more getting up at 7.30 a.m. for breakfast in comfort and school at 9.00 a.m. Now I had to get up at 5.00 a.m. six mornings a week to catch the 5.30 a.m. electric tram which had superseded the old steam tram, and now ran to Abbey Lakes.

We worked a 53 hour week, starting at 6.00 a.m. and finishing at 5.00 p.m. excepting on Saturday when we finished at noon. For the first 12 months I received no pay at all, and only 2s. 6d. a week during the second year. But we loved overtime for then we received a shilling or two which was the only pocket money we had.

Newest Apprentice

The newest apprentice had to brew tea, boil eggs, sweep the shop and generally tidy up, hold this, fetch that and run errands for the first 12 months, but we also assisted journeymen in the armature winding department, occasionally working late, or even all night, going home for breakfast in the morning. Much of the work was at various collieries, above and below ground, installing lighting, haulages, pumps (both ram and turbine), putting in new shaft cables, and tunnel driving. I found it fascinating work and managed to get on as many colliery jobs as I could. I can recall many in-

teresting and exciting experiences.

When working with Jack Leland putting in a booster fan in a new tunnel in-by we argued about the way back to the pit — Jack said one way and I said another, but we had to try his way as my lamp went out. Presently, half a mile further on he slipped and his lamp went out too. We sat in the dark and listened and could hear a rope running, so creeping slowly on hands and knees feeling the tram lines, we came to the doors of an air lock where the sound of the rope was much louder. Feeling our way in the absolute blackness we went through the doors into the motion road where the rope was running; to find out which way the rope went, Jack felt with his hands and neatly put his fingers in between the heavy steel rope and a pulley over which it was running. It severed the tops of two fingers and there we had to sit in the dark until some men going to work found us, rendered first aid and directed us to the pit bottom.

Black Damp

Another time we installed two turbine pumps at Lamb and Moore's colliery, a 17 HP pump in a mouthing from which they wound coal, and a 100 HP pump at the pit bottom, some 300 yards below the mouthing where the old workings were flooded and the water often covered the landing plates by a couple of feet before the pump would get hold. We had a lot of trouble with this pump and watched the water rising while we struggled with the pump. The motor also gave trouble, sparking freely at the brushes all the time, but there was no danger from this as there was no fire damp. The danger was from black damp of which there was plenty.

When the pump was eventually going, the old pump-man, one Charlie Brown, spent his time knocking to pieces the faithful old Tangye Ram pump and complaining about new fangled electric pumps which were not half as good as his old Tangye. One day I went down and there was no sign of Charlie; the water in the lodge was "lagged", but the pump was still running. I found the pump-man under the staging where he had fallen through the slippery timbers and broken a rib. It was a difficult job to get him out, into the cage and up the pit.

Thereafter I was loaned to the Colliery Co. and did his work. On one occasion I was lowered to the pit bottom, my basket of food on the deck of the cage and my safety lamp in my hand. The water was well over the landing plates and the cage splashed into three feet of water, putting my lamp out. I had to get out in absolute darkness, feel for the signal wire, knock myself up the pit, feel for the cage and climb in before it started on its trip to the surface, get another lamp and hurry back to start the pump before it was drowned. This time I was careful to hold my lamp high above the water level, but even then the black-damp nearly put it out.

I was heartily sick of these two pumps and hoped I'd seen the last of them; when the colliery closed, however, I was sent to install one of them at Bispham Hall Colliery, "because I'd had so much to do with them!"

At this time I was attending night-classes at the Wigan Technical College; often I was unable to get home for tea and had to go to class with my black face from the pit, getting home after 10.00 p.m. to be up again at 5 o'clock the next morning.

In Corlett's workshops the work consisted of stripping down and rewinding burnt out armatures and field coils, assembling switchboards, control panels, fuse boxes etc. There was a lot of outside work too, in mills, private houses, offices and shops, besides the colliery work, and often I was sent out to repair telephones at hospitals and factories. The last year of my apprenticeship was spent in the Drawing Office, and although this work was more congenial and I got a good report, I remember very little about it.

Soon after starting work at Corlett's I had bought an old bicycle for £1 from Uncle George and if the weather wasn't too bad, used this for going to Wigan, in order to save the tram fares.

Last Job

One of the last jobs I did before my apprenticeship came to an end was to install a switchboard and a complete telephone installation at the Workhouse Infirmary (now Billinge Hospital) which was being built and equipped in 1910; I had Taggy Ashall of Billinge to help me.

Now at 21 years of age I finished with Corlett's and went to work as a colliery electrician with the Outwood Collieries at Radcliffe. I don't remember how I got this post, probably Corlett's found it for me. At all events I went to live in Radcliffe with the family of Samuel Northcote, a deputy at the pit.

The work at the colliery was rough, hard and dirty, and I got a lot of night work, going on duty at 9 p.m. and coming up the pit at 6 a.m. My two colleagues in the other pit, Walter Kirkman and Alfred Hesketh, were good fellows, but I didn't like my boss and he didn't like me, so I suppose I got more than my share of night duty.

I now possessed a motor cycle, a 3 1/2 hp, belt-driven Bradbury with battery and coil ignition. I had bought it in Wigan for £8. On this machine I went to Radcliffe and when I had a day off

would go home on it, but it hardly ever did the journey without a breakdown.

Before I was 21 I had never smoked, but I now began to smoke a pipe, using an old well-seasoned one which my brother gave me; this habit remained with me for the next 50 years.

In those days there was no motor transport at the colliery, which had a large yard and stables attached. There must have been at least 30 horses stabled there in the charge of the horse-keeper, Greenhalgh, who lived on the premises and employed a number of stable hands, drivers and yard men.

Redundant

When my particular pit closed down, I became redundant and had to look out for another job. It had to be underground, as I liked colliery work, and in 1912 I found myself the North pit electrician at Douglas Bank, a large modern colliery in Woodhouse Lane, Wigan. I was fortunate enough to get lodgings almost opposite the pit with Mr. and Mrs. Jack Fort, a young married couple, Jack being the South pit electrician. I paid Mrs. Fort 17s. a week, which covered everything including my laundry and dirty overalls. That winter there was a strike at the colliery; I have forgotten what it was about but it lasted some weeks. Jack Fort and I were not involved and went down our respective pits daily on pumping duties. As far as I was concerned I never saw daylight for over a month as it was dark when I descended the pit at 6.00 a.m. and dark again when I returned to the surface at 6.00 p.m., seven days a week, being the only person below while the strike lasted. There was nothing to do as long as the pumps were kept running, except for an occasional tour of my "district", so I spent a lot of time in the cabin at the pit bottom, reading or sleeping. However, when there was no strike there was plenty of work maintaining the haulages, pumps, lighting and signal-



C. A. Lamb in Corlett's Armature Department Workshop, September 1909.

ing equipment, besides travelling my "district" daily. This latter entailed miles of walking lonely unfrequented roads, sometimes only about 4 feet high, following the electric cable and installing the junction-boxes at intervals. Most of these cables were installed in the intake roads, where the fresh cold air rushed moaning along, particularly where the road was low or narrow. I remember one place where there had been a big fall of the roof, so one could hardly see the roof, which was now supported on a number of prop-stacks; owing to the size of the resulting cavern, the air hardly seemed to move and

there was no noise of rushing wind. Prop-stacks are built of short pieces of timber laid across one another, two by two, the cavity in the centre being filled with stone and they are immensely strong. There were a dozen or more of these in the cathedral-like space. I always hurried through this eerie, silent, lonely spot, feeling the hair on my neck rising.

Mummified Body

There was a story that there was once a fireman who went down the pit and never returned. Years later, when road-men were repairing and rebuilding some prop-stacks they found his mummified body

in a cavity. It didn't need much imagination in such a spot to fancy the eyes of a dead fireman peering at one through the interstices of the prop-stacks.

While I lived at the Fort's I contracted measles, which I had picked up from my cousins in Southport, and was really ill. Mrs. Fort kept me in bed and looked after me well but it was some time before I was able to get back to work.

Soon after this my uncle suggested that I should enter the family Oil and Grease Manufacturing business at the Lion Oil Works, so I gave notice to the colliery and went to work there instead.

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The Heritage Services Manager, Editor, 'Past Forward',
Wigan Heritage Service, Market Suite, The Galleries,
Wigan WN1 1PX.

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I enclose a contribution of £.....towards
production costs.
(Please make all cheques payable to 'Wigan MBC')

AS expected the photograph of Lil's Cafe in Past Forward 6 produced a tremendous response from readers. It certainly brought back many memories — and one reader even wrote to me to say that he actually appeared on the photograph!

The three mystery photographs in Past Forward 6 have now been identified, as two lodging houses in Scholes and the old vicarage at Culcheth. Many thanks to all those who contributed.



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