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THE MOURHOLME MAGAZINE
OF LOCAL HISTORY

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HOW OFTEN WAS WARTON VISITED
IN THE 17th CENTURY?

J.D. Marshall

Near the end of his reign, King James II's government caused a stabling and accomodation survey to be made for military purposes. The lengthy file of entries is entitled (1686), the "*Abstract of a Particular Account of all the Inns, Alehouses &c in England with their Stable Rooms and Bedding*". It is in the Public Record Office (WO/30/48), with sections for counties.

This remarkable survey has two sets of figures, for "Guest Beds" and "Stabling Places", and of course it is meant to indicate how much accomodation a visiting army might expect to find, principally for officers. The surveyors do not appear to have had very good or detailed maps, with the result that townships in North Lancashire and Westmorland were either visited twice by accident, or were put in the wrong county, especially if they were near a joint boundary.

The references are principally to inns and alehouses, as the title shows, and we can work out roughly a) how big the local inn was likely to be, and b) how many inns or alehouses there were likely to be. If we take 4-6 visitor beds for a village inn, and the same number of stabling places, any left over can be taken to account for another inn or alehouse or two. So, the village or township of Warton had 17 guest beds and 12 stabling places, and so we can guess it had three inns or alehouses at that time. But it was no more of a metropolis than was Hest Bank, which had 11 and 23 respectively, and which plainly catered for oversands travellers.

In order to keep a sense of proportion, we should first of all look at Lancaster and Kirkby Lonsdale and their figures:

	Guest Beds	Stabling Places
Lancaster -----	308 -----	532 -----
Kirkby Lonsdale -----	153 -----	90 -----

Warton Area

Priest Hutton -----	0 -----	0 -----
"Carneforth" -----	4 -----	4 -----
Warton -----	17 -----	12 -----
"Yeallon" -----	3 -----	6 -----
Silverdale -----	2 -----	2 -----
"Borrwick" -----	3 -----	5 -----
Kellet -----	17 -----	12 -----
Hest Bank -----	11 -----	23 -----
"Arneside" -----	1 -----	3 -----
Beetham -----	12 -----	17 -----
Heversham -----	17 -----	29 -----

At this time, Kendal had 279 guest beds and 439 stabling places, and it is hard to guess why Kirkby Lonsdale had so few stalls for horses by comparison - unless many of its visitors travelled in for market days only. Lancaster and Kendal were greater regional market centres which had to cater for long-distance travellers.

Although Warton pales into insignificance compared with such centres, it was simply off the beaten track, with oversands traffic missing it at Hest Bank. Other northern traffic evidently went via Burton-in-Kendal and Sedgwick to Kendal, although it is worth noticing that "Millthray" (Milnthorpe) had 25 guest beds and 37 stabling places, perhaps because it was even then the port and outlet for Kendal. By contrast Silverdale and Arneside really were remote places. In 1691 Silverdale and Warton really were badly cut off one from the

other, and Dr. Fenton, the Vicar of Lancaster, complained that:

"The way is plain & open from the sides of two great hills to all the severity of the weather Seawards. In the midst lies a deep Mosse where I thought we must have left our horses & were once in despair of making our way..."

This quotation was kindly supplied by Dr John Addy, whose talk will be well remembered by our members. We are so accustomed to asphalt roads and rapid transport that such struggles are now hard to imagine.

Warton was really a mini-metroplis as the head township of its large parish. Taking 124 Lancashire villages and townships, the average for guest beds throughout the sample was a mere 1.6, with 3.6 stabling places, and for 90 of the smaller Cumbrian villages or townships, 2.9 and 4.1 respectively. So our Warton townships were, with the exception of Silverdale and "Hutton", not too badly off by the standards of the time.

One important point remains. When we write the history of Warton parish, we must remember that for much of the time its townships were cut off from one another, save by poor tracks and lanes. Of course people came to church services or visited relatives; but much of their work in farms and fields kept them in their immediate localities. These smaller places were "communities" in their own right.

* * *

industries, wool and linen weaving and small-scale quarrying and mining made a modest contribution to the local economy. Millhead, to the north of the River Keer, was merely a bare hillside where once grain from a nearby mill had been threshed.

Over the next few decades the area was changed beyond recognition. Figure 2 shows how matters stood in 1893. Carnforth had become a township with the Ironworks occupying a substantial area beside the River Keer, within the triangle made by railway lines going North, South, East and West; Millhead had become a compact little housing development. On the map it is called Dudley, for reasons that will be gone into in a later article.

In the years we are talking about, Britain was in a ferment and upheaval. Laissez-faire economics, Chartist agitation and the successful Anti-Corn Law League campaign had stirred up the body politic, though without the revolutions which afflicted other European countries in 1848, the year of the Communist Manifesto. The enormous socio-spatial re-arrangement called "urbanisation" was under way, driven by industrialisation and by a great population increase; the population of England and Wales went from 9 million in 1801 to 18 million in 1851, and to over 32 million by 1901. Eighty percent of the increase was in the towns (an eightfold increase). By the mid-nineteenth century the process of industrialisation was at the end of its revolutionary phase, (if you believe in the idea of an industrial "revolution" that is), settling into sustained growth and maturity.

The Great Exhibition in 1851 announced to the world Britain's primacy, and imperial ambitions were strong; wars (the Crimean War, 1853-6; the Indian Mutiny, 1857 and the American Civil War, 1861-65) were about to erupt. Complex domestic, social, economic and political processes were at work producing change.

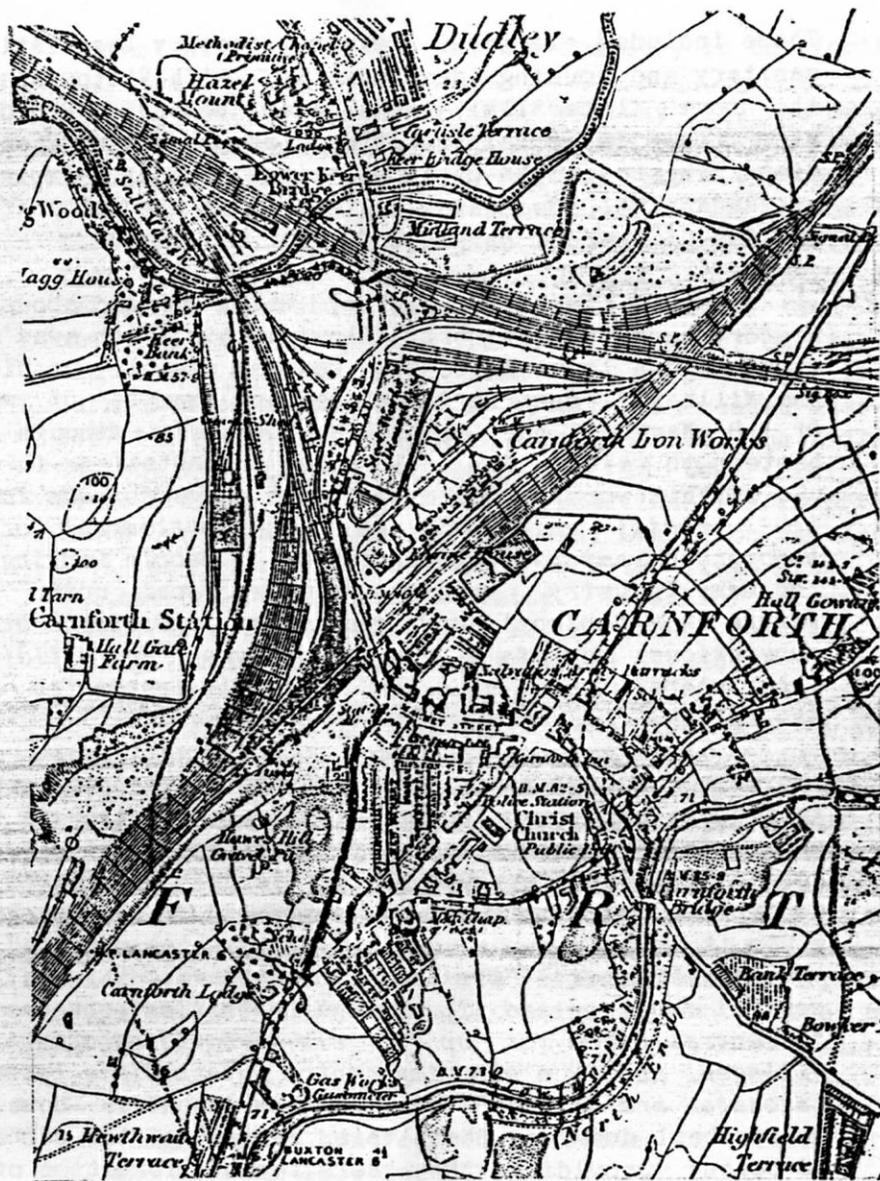


FIGURE 2. Carnforth in 1893 $\frac{1}{6}$ MILE enlarged from 1893 O.S. 6"/mile map.

These included electoral reform, factory legislation, sanitary and housing developments, with Victorians on the move (literally) as never before. Profound alterations in social relationships resulted. Equally disturbing to people of those times, since it impinged on fundamental ideas and beliefs, was the publication in 1859 of Charles Darwin's "*Origin of Species*".

All this "froth" of history which we read about in history books was at work. Blowing this froth away and focussing on local matters, we may usefully consider the Millhead/Ironworks area as an example of what Dr J.D. Marshall has called a "colony", (though he hastens to reject any pejorative connotations in the use of this word). A colony in his usage "stands for a small social unit (village or settlement) of a homogeneous nature, e.g. consisting of people working in the same industry, perhaps in one local unit. Its nature as a 'colony' may mean that it contains other occupations, say of a service nature, and buildings like chapels and churches, clubs, institutes and shops." (1)

He suggested that this nineteenth century urban settlement pattern, - "colonisation" - resulted, in the case of Carnforth, in a pre-existing agricultural community on a main route being largely supplanted by a "capitalist industrial development." Dr Marshall gives it as an example of a colony which resulted in the formation of a "distinct town" Carnforth, "with a central function and wide-spread amenities"; it became "a central place for up to six surrounding or nearby villages, and... a shopping centre intermediate between Lancaster and Kendal." over a few decades. However Dr Marshall does say that this variant of the pattern (a colony providing the basis for the formation of a distinct town with a central function) is somewhat rare; more usually a colony "becomes the nucleus of a suburb, or is absorbed by more haphazard urban spread". Probably the reason for this rarer pattern was the

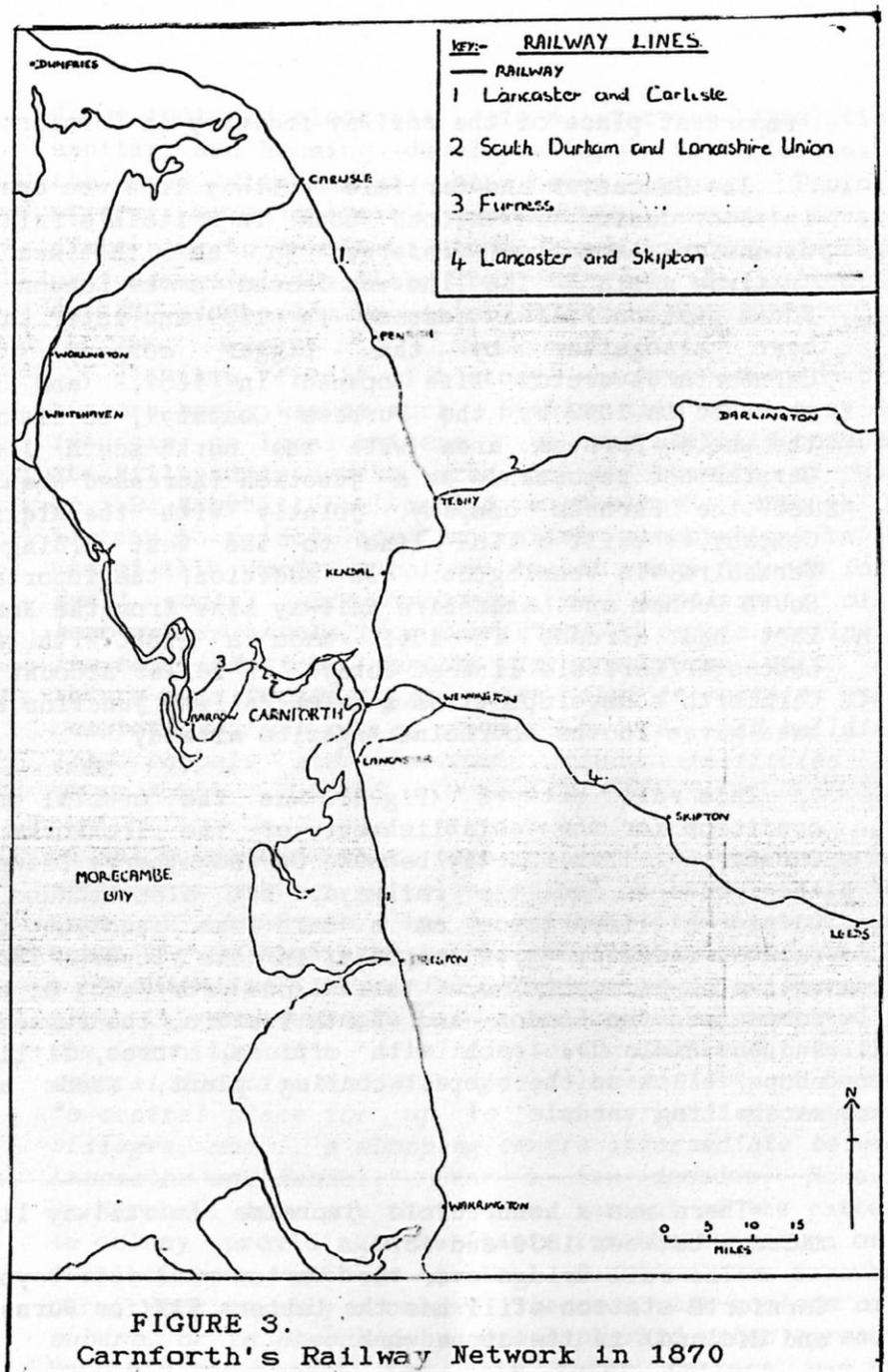
important place of the railway industry in Carnforth.

The Lancaster and Carlisle railway line was opened in 1846, during the second boom in Britain's railway expansion, sometimes referred to as the era of "railway mania"* The line was leased to the London and North Western Railway company in 1859 and later taken over altogether by the bigger company. The Carnforth/Ulverston line opened in 1857, (and was absorbed in 1862 by the Furness Company), so linking the whole Furness area with the north-south line. Carnforth's importance as a junction increased when in 1867 the Furness company, jointly with the Midland Company,** built a link line to the West Riding of Yorkshire via Wennington. In addition, the important South Durham and Lancashire Railway Line from the North East had already in 1861 made a link with the Lancaster/Carlisle line at Tebay. (A fuller account of Carnforth's development as a major railway junction has been given in the Mourholme Magazine already (2).

This rail network (Fig.3) was the crucial pre-condition for the establishment of the Ironworks in Carnforth. Then, partly because of the synergy between the ironworks and the railways, but also because of Carnforth's importance as a main-line junction the railway industry grew rapidly in the town. Three motive power depots were built (one for each of the companies, the London and North-Western, the Furness, and the Midland), each with offices, stores, fitting shops, black-smith shops, coaling plant, sheds and marshalling yards.

*There was a hundredfold increase in railway line mileage between 1830 and 1879.

**The rail bridge over the Warton road just beyond Carnforth station still has the letters F&M (for Furness and Midland) in its stone work.



In 1851 the stationmaster (born in Hayton, Cumberland) and one inspector lived in Carnforth; by 1861, besides the stationmaster, (born in Sedgwick, Westmorland) there were four engine drivers, all Lancashire men (one born in Barrow, one in Dalton and one in Preston), a fireman, one guard and one porter (all born in Cumberland), and one engineer from Scotland. The railway development pre-dated the ironworks (which were not established till 1864,) and remained (in terms of numbers employed) the more important of the two, as shown below in Table 1. The numbers of household heads in the two industries are taken from the censuses for 1871 and 1881.

Table 1. EMPLOYMENT; RAILWAYS AND IRONWORKS
(WARTON/CARNFORTH)

Employment	Number of Household Heads (Percentage of total in brackets)	
	1871	1881
Railwayman	68 (19.32)	147 (26.11)
Ironworker	69 (19.60)	109 (19.36)

Development of Carnforth town took place between the old settlement around North Road and the new railway station down by the River Keer. There was a new town centre of millstone grit shops, terraced houses, a few "villa" type houses, hotels, church, chapels and schools with an influx of all manner of tradesmen and occupations. But it has to be noted that this was occurring even before the Ironworks started up. For example, the Lancaster Gazette of 24th October 1863 rejoices that eight first class houses are being built near Robin Hill, one to be a grocer's shop

and another a clothier and tailor's which will greatly "add to the beauty of the town", and notes what a boon the General Post Office is; the same issue also announces that the Carnforth "Newsroom and Library of the Young Men's Improvement Society" is being opened.

Details of the population changes which accompanied this development will be gone into in a future article. Here it can be pointed out that from the 1850's Carnforth's population rapidly increased, first overhauling and then outstripping the increase in the once larger settlement of Warton; rather as if Carnforth was a cuckoo in Warton's nest. (though the comparisons are complicated by the simultaneous growth of Millhead, which housed mainly railway and iron workers, but remained part of Warton.) No doubt the establishment of the Ironworks provided a great stimulus to Carnforth's development, but it was already under way. On the whole it is perhaps fairest to call Carnforth the child of both the railway and the ironworks. The details of the establishment, growth and decline of the Ironworks will form the subject of the next article.

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* * *

YEALAND IN 1912- 1913: the diary of Helen Escolme of Holmere Farm (now Dykes Farm) in Yealand Conyers.

Further extracts

Robin Greaves

Helen Escolme was born in the 1890's in Yealand. She married Herbert Nixon, and died soon after the birth of her only child. Her diary was kindly made available by her daughter Marion Cottier. In the previous two issues of the magazine we have followed Helen from January to Christmas Eve 1912. The story now continues with Herbert, "H", playing an ever more prominent part.

1912

December 25th Xmas Day.

Got lots of cards and presents lovely card from Herbert. Anthem at church went splendidly, Mrs B* and congregation very pleased. Home for dinner. Went Cinderbarrow field, saw H, Fred and Wilf playing football, had jolly time. F and W took me in cottage for tea, playing cards, Fred very

* Mrs Briggs of Lindeth Hall probably

crushing.* Later H and I left about 7.30. He vexed, jealous of Fred, silly fellow. We had quarrel, H in horrid mood. Left him about 9.30 very disappointed.

December 26th.

Went down to school 7.30 to see conjuror. The performances were lovely, he had audience just rolling with laughter. H had promised to come but it was showery. Home alone.

December 28th.

Mother R and I set off in trap 12.30 to station. I going to Kendal, left by 1.21 train, got out at Oxenholme, met H there then in train to Kendal. H very nice, took me to see Shakespeare's Merry Wives of Windsor in St George's Hall. Oh it was splendid, I enjoyed it fine. Sir John Falstaff a treat. Came out 5.15 went to 24 for tea. Mrs Nixon awfully nice to me. Fred came in before we left. Home by the 7.30, off at Burton, walked home. H and I went on seat. He completely made up for Xmas night, he is a darling. H returning by Whip** train so I left him about 10.10. Lovely night.

*"crushing"; Very attractive. Or possibly from "crushed on"; infatuated with. *Dictionary of Historic Slang* Penguin 1972

** the last train of the day. Mr Roy Hacking of Steamtown confirms the common usage of the name, but has not been able to find an explanation for it. His wife, who used to ride on the whip-train on the Lancaster/Barrow Line says it only stopped at certain stations and used to "go like the clappers!"- a train in fact which "whipped along".

December 29th

Church morning. Went to meet H as arranged. He did not come. Home for tea. Walked by Becketts to church 6.30, walked home on canal banks through our fields. Awful night. Did not meet H, saw his bike in shed so waited out till 9.15 when he turned up. He had been round by road to meet me, was in bad temper. Stayed till 10.10. H in better mood. Mother not vexed.

December 31st.

6.00 pm I cycled to Priest Hutton to Aunt A's. Agnes M, Alice and Alice E all going to whist drive and dance. I did up Alice M's hair, had fun in bedroom. I had white frock on. 7.45 went down to school, started whist drive which was played splendidly. 11 pm, had supper, then started dancing, had most glorious time. At three minutes to midnight all joined hands and sang Auld Lang Syne till the New Year, then started dancing again. I got splendid partners, one fellow caught me under the mistletoe and begged very hard to see me home. Cycled home at 3.30 am, raining. All in bed at home so was I in ten minutes.

January 1st 1913.

Awfully tired, Herbert came up at 8.45. I told him all about the dance, he vexed, I indifferent. Got on badly till I went in, when he was very nice.

January 2nd.

Alice and I with Dad went to party at Mrs Spencer's, had jolly time - cards.

January 3rd.

Wet morning. Thrashing later in after-noon. Agnes A came, set her back. Engine-driver came home with me. Had two accidents to-day, Reuben slipped and cut his head, and one of thrasher men fell off

the top of machine between wall and thrasher and got stunned.

January 4th.

Walked Borwick 5.30. Alice and R gone to see Xmas tree in afternoon. I played a few games with girls, Mrs B. gave me an orange and a new penny. Went church practice, out by 8.30. Met H on Borwick Road. H extra nice, said a lot of awfully nice things, the dear old fellow.

January 5th.

Dreadfully wet. I got bad cold. Concert practice at 2.00 pm. Cycled home, got wet. Walked church 5.30 - fine. Walked home by Dale House, missed Bert, his bike in shed, had gone by road. I went on low road and met him at Tarn. Stayed out till 10.10. Mother came out and asked him in, he told her he was not afraid but it had got too late. Bert awfully nice again, said he would never leave me, the darling.

January 7th.

Sally came down for tea. Went to concert practice, back by 8.0 pm. Dressed before I went to Borwick for party at the Dykes. They had whist drive, then danced. Had splendid time, wore blue dress. Home with Ted Butler, Sep and Dad at 4 a.m.

December (sic) 10th.

Awfully windy. Mrs B's choir party, dressed at home. Johnny drove me over in trap, put up at stables. Choir girls looked lovely. I had my blue on. Had a Klondike whist drive.*

* O.E.D gives "Klondyke; a card game in which the aim was to build up in sequence and suit on aces, played in early years of this century," but no reference to Klondyke whist.

I got good cards, came in 3rd. My supper partner being Mr Goward, had lovely time and splendid supper. Johnny been enjoying himself in Kitchen with girls, he drove me back about midnight (Joey being dreadful). Reuben had party of small boys and girls to tea, my time filled up before 6.30 amusing them.

January 11th.

Terrible storm all day. I had promised to go to Kendal with H. Snowing all day. 7.30 someone threw snowball at door. H had come, said there was not much snow at Oxo*. After much persuasion he came in the house. Willie Fallowfield, Alice, Herbert and I had lively time in parlour till 10.15 when H left. I went to the corner with him. Still snowing.

January 12th.

Church Morning. Edith E. came after dinner. I went Dockrays with invitation to our party for Annie D. Roads dreadful. Met Edith and Alice. I set off for walk on low road. E and A caught me. All went to see snowdrift on low road. It was as high as hedge up Cinderbarrow road. I went to cottage, saw H and Fred in sitting-room with fellow from Burton. Alice and Edith went to road's end. I stayed talking with Mr and Mrs A and Mrs N till they returned, then I went home with them. H did not come out. Cycled to church 5.30. Roads in fearful state with snow. After service left bike with Nelly Gray, met H on Borwick road. H as usual, home about 9.45.

January 13th.

We had party. Agnes Annie came 5 p.m. 25 of us

*Oxenholme

in for supper, then had a whist drive - H would not come - till 11 pm then in for dancing till about 3 am, had jolly time, dancing extra, floor got splendid. All from Dykes here, and Mrs Proctor too. I had jolly time with Frank B. Agnes A. slept with me and went back next morning.

Jan. 14th.

Tired. Practice for concert. Joey talked a good deal to Mr Gray. He gave us 11s for going carol singing. Met H going home. He said someone had said something not very nice about me. However I ended quite satisfactorily about 10 pm.

Jan. 16th.

7.30 H came and we had lovely walk and talk. H extra nice.

Jan 19th.

Met Wilf when going to church morning, stayed sacrament, new clergyman. Home for dinner. Went to Cinderbarrow 2.30 Fred and Herbert not come. Stayed with Wilf and Tom in sitting room. H and Fred came 3.15. Wilf held me on his knee. H awfully vexed. Stayed tea, Nancy Draper came, had jolly tea. H and I left at 6.15 for church, went down canal, H never spoke, he awfully vexed, he however went to church with me, and had cooled down a little after the service. He upset me at home, but said some very nice things. The night following I did nothing but dream.

Jan 21st.

Church practice at Borwick. Mrs B, brought tickets for church concert. lovely night, full moon. On low road met H, said the moon had brought him out, but also he had a puncture and could not ride further. We walked home, and he (and I) mended tyre outside our house, we'd a

lively time, made up for Sun's quarrel. 11 pm when I went in.

Jan 22nd.

Living on pins all day in anticipation of concert. Started snowing 5.30, got all covered by 7 pm. so H absent. Went up to Dr F's* at 7.15 for practice. Mr S introduced Mr Slater (the humorist), then after a little practice, went in school - a good lot of folks. Mrs E. Corbett took offence at comic songs. My first song, "Barque of Drea[ms]" was very poor - got flat somehow - second song, "Dolly's Revenge" went well, got splendid encore and sang "Meet me Tonight in Dreamland". Altogether concert was very poor. Joey and two girls from Hall there.

Jan 24th.

Johnny drove us all with Mr Fallowfield in trap [to] meet 1.18 train for Kendal. H met me at Oxo, both went to see play at St George's Hall, Iolanthe, got up by amateurs. It was splendid, good lot of Yealandites there. Mrs N away so had tea in Kendal, walked to Oxenholme, saw Percy and Fred, back by 7.30. I lost my return ticket. Walked round by black-water home. I had headache and tired. Home 10 p.m. felt miserable, not forgotten last Sunday.

January 26th.

Walked to morning service. Got introduction to one of the Knuts** - Richardsons - Went walk round vicarage after dinner, lovely fine

*Dr Fuller-Maitland. Music critic of the Times. Resident at Borwick Hall

**Knut. A showy or fashionable young man c.1912 to first world war. The "K" was pronounced.

day. Walked to church night, made dreadful mistake, played wrong chants for Psalms - Miss Burrows at church - rotten. Met H on Borwick road - a little improvement - walked to Tewitfield. H got chockolates. Got home about 9.45, NO QUARREL.

Jan 27th.

Aunt M been and asked all to Rally, 7.30. Dad, Alice and I went and had splendid time at supper and whist drive. Agnes A very ridiculous. Arthur Brown and I spooning behind curtain to vex Agnes A., she awful cross - silly. A. Brown came home with Alice and I about 4 am - tired

Jan 28th.

Killed pig. I got another cold.

* * *

MEN AND WOMEN

An account of Blanche Smith of Yealand Redmayne appeared in the last issue. The author commented that unless memories of local people were written down, they could quickly fade. Here is an account of another local personality, Dr Patrick Byrne, a general practitioner in this area for 30 years from 1936. His work extended nationally and internationally, Blanche Smith's impact was on the immediate locality; both however left a name behind which has seemed worth preserving. There must be many more men and women we should not forget. (not necessarily for their virtues. The lives of the bad can be instructive too!) If there is any one whose life you think the local history society should record, then let us know.

PATRICK BYRNE

John Findlater

Professor Patrick Sarsfield Byrne died suddenly at Levens on February 25th 1980 "with a glass in his hand and an anecdote on his lips". In my opinion, and that of many, "Pat" Byrne was one of the most important figures in General Medical Practice in the second half of the twentieth century, not just in Britain, but internationally also.

He was born in Birkenhead, the son of a butcher, eldest of eight children in a devout Irish Catholic family. It was an unusually close and lively family whose life was focussed on the church. Why he aspired to a career in medicine can only be speculated on. But, a highly intelligent boy, he made his way by scholarships and entered Liverpool Medical School at the age of seventeen in 1930. After distinguishing himself academically as a student (while taking a full part in social activities, especially debating and sport) he came to Milnthorpe in 1936 to join the practice of Dr Caldwell, a brilliant and progressive doctor, who was a pioneer in radiology, paying the price later from its side-effects.

Married to a fellow student, Kathleen Pearson, Pat settled first in Milnthorpe. Then he and Kathleen moved to 72 Lancaster Road, Carnforth in 1939, there incorporating the practice of Dr Moss, and making the "Caldwell" practice a vast bi-polar affair, spreading from Lancaster in the south into the Lakes and Kendal area, bounded by the Lune and the sea.

Pat and Kathleen settled happily in this area, raising a family of six and building up their practice. Pat took part in the social life, active in amateur dramatics, playing cricket for Carnforth and taking up golf. He had a passion for bridge, often playing late into the night. Creeping into bed on one occasion he

answered Kathleen's sleepy enquiry as to the time. "Half past one", he said, just as the clock struck six. Fishing, which became his most satisfying sporting hobby, came later. He joined the Rotary club.

The second world war took Pat away to serve as a Medical Officer in the Royal Air Force. His absence was brief, because he was recalled owing to Dr Caldwell's illness. During the terrible days of the war he practised under the great difficulties which faced those doctors who remained in civilian life; he was a captain in the Home Guard, lectured on First Aid, took evacuees into his own home, besides coping with his crushing practice commitments. The story of the "stay behind" doctors is a topic that has not received the attention it deserves.

The end of the war found Pat living in Milnthorpe having moved back there in 1944 as Dr Caldwell's incapacity increased. These were the days when practices were still bought and sold, and at the beginning of 1946 he bought Dr Caldwell out. He was joined in the practice by Dr Philip Holmes, and by Dr William H. Berry and his wife "Brownie" (Dr S.L. Wray) each of whom bought shares in the practice. Later, in 1955, I amalgamated my single-handed practice, (which was centred on Robin Hill in Market Street, Carnforth and had previously been Dr E.S. Jackson's) with that of Dr Byrne and his partners.

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The arguments and "politicking" over the National Health Service, which had gone on through the war and immediate post-war period, resulted in its introduction in July 1949, despite overwhelming opposition from the medical profession. It was about this time that Pat, already heavily committed as the workaholic senior partner of the large country practice, took an increasing part in medico-political affairs in the British Medical Association, and on various committees

within the N.H.S. administration. Like many others he was concerned with the state of General Practice at the time. It was in turmoil; General Practitioners felt harassed and uncertain of their rôle in the new National Health Service, in which the medical personnel was too firmly split into three; those in general practice, in hospitals and in public health. There were doubts too, about the adequacy of vocational training for primary medical care and an acknowledgement of the need for continuing post-graduate education. Pat eagerly took part in the development of the College of General Practitioners which was set up in 1952* to combat some of these deficiencies. He quickly became involved in educational activities, and assumed office.

By the early sixties, Pat had drawn the attention of influential medical establishment figures to himself. In particular he had impressed Sir Robert Platt, Professor of Medicine at Manchester, and President of the Royal College of Physicians, and also Lord Stopford, the retired Vice-Chancellor of Manchester University, who lived at Arnside. This led, by steps, to Pat being enticed from his practice to become senior lecturer in General Practice in Sir Robert Platt's Department of Medicine at Manchester. He was appointed to a Travelling Fellowship in Medical Education to North America (the 65th to hold the fellowship, but he was the first G.P.), which gave him his first contacts with overseas medical educationalists, something he was to develop over the years. He was awarded the O.B.E. in 1966.

Having served his apprenticeship satisfactorily, he was given the opportunity to become the hinge figure on the steering committee of the Senate to set up a proper Department of General Practice in the Medical School at

* It received a Royal Charter in April 1967

are bounded on the west by Footeran Lane. Some of the fieldnames remain, like *Fall*, (to the west of Footeran lane) and *Flatt*, but Footern seems to have been lost as a name. Great and Little Footern are now one field, which is known as School Field. The Footern in Yealand Conyers, now part of the Hartley estate, is also referred to as School Field. The information on modern fieldnames was kindly supplied by Mr Edward Walker of Hill Top Farm, whose land includes the Redmayne Footerns. Mr Walker was also able to confirm, from his personal memories, the former existence of the pool marked at the south end of Footern Hemplands. It, as well as the cattle trough at the end of Well Lane, were accepted watering places, though the pool was not reliable in dry weather.

All this still does not give an explanation of the name, but is perhaps a step towards discovering it.

ARCHIVES

Miss J. Johnstone has kindly given her papers to the Mourholme Society Archives. Among these are valuable work she has done in analysing the nineteenth century census material for the Warton district, work which she has had reluctantly to give up because of current ill health. I know that the Society would like to thank her for the gift, and also express the hope that she may one day be fit enough to join us again at our meetings. She is one of our oldest members, having been present at the inaugural meeting in 1980. Before that she was active in the Warton History Group, the precursor of the Society.

The chairman would also like to thank all those who so kindly responded to her letter asking for information on what historical records members held. She has had a number of very informative replies, which are going to be of great use to the Research groups.