



Preston Historical Society

NEWSLETTER

PROMOTING THE STUDY OF LOCAL HISTORY IN PRESTON AND LANCASHIRE

Volume 1 • Issue 5

Spring 2018

About the PHS

The aims and objectives of the Preston Historical Society are to promote the study of local history in Preston and Lancashire by way of social and natural history talks given by local historians and speakers, various events, and by using social media such as Facebook and Twitter. Meetings usually start at 7.15 pm on the first Monday of each month during the season. The seasonal membership subscription is £12.50. Non-membership admission is £3.00 per visitor.

Contact PHS

Need to contact the PHS for information or to find out any last minute info?

You can now call the PHS on

07504 262497

COMING SOON

**Monday 9th
April 2018**

**WOMEN
IN
WORLD WAR I**

Speaker:
Marianne
Howell

John Ainsworth Horrocks

Born 22nd March 1818 in Penwortham Lodge, Lancashire, UK

Died 23rd September 1846 in Penwortham, South Australia



‘As I’m sure you all know’, 2018 is a significant anniversary year for the Horrocks family. In 1791 John Horrocks (1768–1804) moved to Preston from Edgeworth nr Bolton. This was to become the start of a major event in the history of Preston. He set up a base in Turks Head Court and it was from here that he started the Horrocks Empire, that was to become the ‘Greatest Name in Cotton’. It had a



major affect on the development of Preston over the next 200 years!

John built a house for himself at Penwortham and called it ‘Penwortham Lodge’, it later became Penwortham Hall. His brother Samuel (1766–1842) had now joined him in the venture and he built his house at Frenchwood, this was ‘Larkhill’. The two brothers started their families but John, who died young, only had 2 sons, Peter (1791–1841) and John (1794–1870).

In 1817 Peter, who had married Clara Jupp, (1791–1865) took up residence in Penwortham Hall and went on to bring up his family here. On the 22nd March 1818 their first son was born, he was John Ainsworth Horrocks. It was this son who on his 21st birthday landed in Port Adelaide, South Australia and went on to start the homestead that was to become ‘Penwortham SA’.

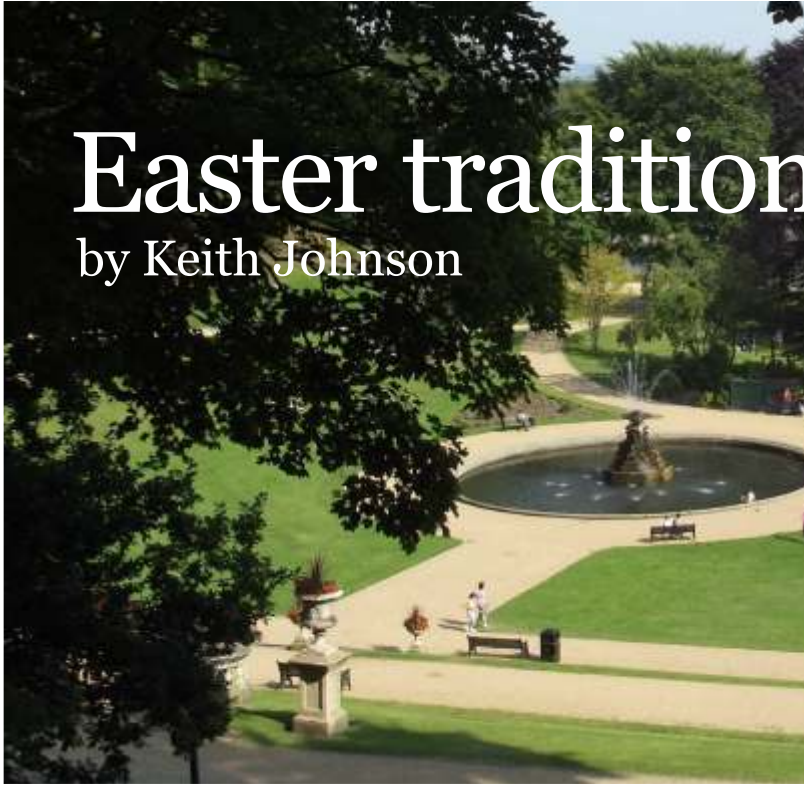


Tragically John died of gunshot wounds in 1846, he was 28 years old! However his legacy survives. The *Mount Horrocks Historical Society* is a very active group of Horrocks enthusiasts who have got together with many of the remaining antipodean Horrockses and the SA Premier to hold an anniversary event on 24th March! (see invitation)

We would like to send to all who attend this prestigious celebration our best wishes and hope that all goes well on the day.

Easter tradition once more

by Keith Johnson



A perfect landscape - Miller Park 2012



Underneath the Ivy Bridge went the Edwardians

Without a doubt Preston is steeped in the history of Easter. The traditional Easter break coming as it does this year at the beginning of April. The annual focal point for local folk are the wonderful Avenham, Miller & Moor parks, having been rejuvenated in recent times with restoration and development work.

It is now over 150 years since the great cotton famine crippled industrial Lancashire and led to the thousands of famished poor spending their time in developing the parks as the cotton looms stood idle. In return for a day's toil, the workers were paid just enough money from the Relief Fund to avert starvation in their homes. Little could they have imagined that their efforts would leave a legacy to Preston envied by many. To the credit of Preston City Council work on the parks of the city has continued relentlessly.

The valley of Avenham is an ideal setting for the egg rolling enthusiasts who make the journey their each Easter Monday. It seems that the tradition gained great momentum from the park's development and in 1926 over 50,000 folk made the great trek to the valley that throbbed with life and colour. Throngs of children carried baskets laden with boiled eggs, painstakingly dyed and decorated. Many a happy family gathering together on the grassy slopes

to enjoy an afternoon of fun. Of course, these days the eggs are more likely to be made of chocolate, an even more enjoyable treat for children. With a brass band playing from the bandstand at the heart of the valley there was a feeling of gaiety and goodwill. Ladies, sporting colourful Easter bonnets, would indulge themselves in skipping, hitching their long skirts up to miss the rope.

And of course there has never been a shortage of hawkers and stallholders selling ice cream, brandy snaps, coconuts and winkles to delight young and old alike. These days the bandstands of generations past have gone, but a new Pavilion has emerged – at which place a coffee and a cake can be enjoyed. The old Japanese Gardens have undergone a transformation too and with its meandering paths, water cascades and rocks it is a delight to behold.



The Japanese Gardens, a place to reflect



Miller Park, Easter 2013

In the far gone days one annual treat was a visit to the boatyard just beyond the North Union railway bridge. From there boats packed with youngsters would embark on short trips along the River Ribble. Crook's boatyard was quite a Victorian institution and he is legendary for the lives he saved as folk got in trouble on the waters. The boatyard may have gone, but the Continental public house is there to greet you as for many an Easter past since 1911.



A typical Easter Monday crowd

The tree lined avenues alongside the river have always attracted crowds of walkers, although, the old and aged, familiar lime trees have gone from the Miller Park stretch with rows of saplings now planted for future growth. The old tram bridge and road, of 1802 origins, once used to haul coal from canal to canal – is a delightful thoroughfare and besides the numerous walkers there, you may see a horse or two along the brideway.

In Miller Park, the restored water fountain holds pride of place with its seated figures representing Earth, Air, Fire & Water. Glance upwards from there to see the imposing statue of the Earl of Derby – thrice Prime Minister in Victorian days. Climb up the stone steps and you are on the broad Derby Walk with its flower beds and recently restored Victorian flower vases. The Walk, often promenaded by elegant Edwardians, stretches from railway bridge to railway bridge.

Although you will no longer see a steam train passing over the Ivy Bridge between the parks and on to the East Lancashire railway bridge over the river, you may see the occasional cyclist with the old track now a path for walkers also. And the North Union Railway Bridge is still an

important railway track, opened in 1838 after hundreds of Irish immigrant workers toiled on its construction. It has been widened and renovated down the decades, and many a modern day locomotive will pass over its length this Easter, as in the past.

Organisers of this year's event will no doubt provide us with traditional themed events. So dust off that Easter bonnet, fill your basket with eggs and enjoy the splendour of parkland developed for our delight. Whilst you wander from park to park look out for the Belvedere that once stood on Miller Park, the tablet that reminds us of the baptisms of the Latter Day Saints in the River Ribble, Avenham Tower once home to Edwin Booth, the Swiss Chalet where generations have sheltered from the weather, the Boer War memorial that once stood on the Market Square, the replacements for the original cannons that were brought back from the Crimean War, and the forty steps that you raced up in your childhood – count them as you go you may be surprised.

Lets hope for sunshine as on many an Easter Monday, but we have been known to have a shower or two, and even relentless rain. Rest assured however, no matter what the weather the great Easter tradition will once more be enjoyed by proud Preston folk.



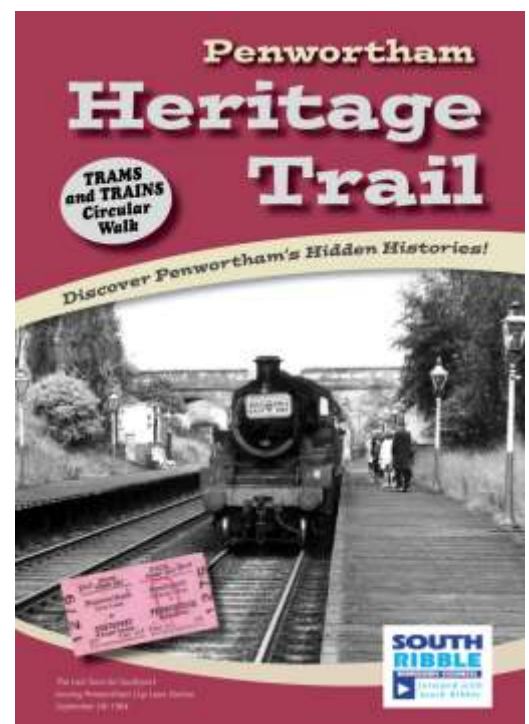
The band played on, c.1905

Book review

Trams and Trains 1

Until 1759, when the first bridge over the River Ribble was built, the only way to travel to Penwortham was by ferry. Then, with the building of the bridge (Old Penwortham Bridge) carts, carriages and pedestrians were able to cross from Preston over the River. This bridge was followed in 1882 by the construction of the nearby West Lancashire Railway bridge. This company built a line from Southport to Preston but there was no station in Penwortham until 1911 when Penwortham got its very own station – just a Halt known as 'Cop Lane Halt'. In 1940 the name was changed to 'Penwortham Cop Lane'. Penwortham had its own tram, although it never quite made it into Penwortham! It terminated at the end of Broadgate by the Old Penwortham Bridge and was called the Penwortham tram! Initially in 1879 it was horse drawn operating on a 3ft 6ins gauge tramway. In 1903 it was closed and the lines widened to standard gauge i.e. 4ft 8 and a half ins. It reopened in 1904 powered by overhead electricity cables and finally closed in July 1932 when an omnibus took over the route.

With the arrival of the tram on the opposite side of the bridge the people of Penwortham now had access to public transport so they could travel to work in the mills, factories, markets and offices in Preston.



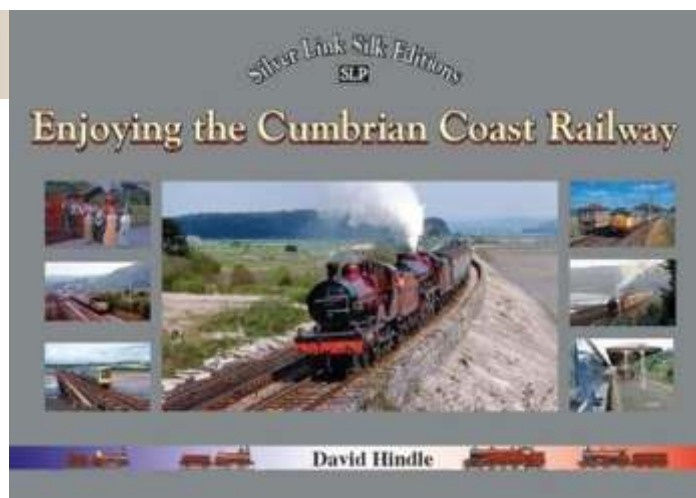
Discover Penwortham's hidden histories. Follow the 4.3 mile walk around Penwortham

Book review

One of the lesser known pleasures of Preston is the weekday 10.04am train to Barrow in Furness. A diesel locomotive, pulling comfortable traditional carriages, grows out of the station for a delightful ride around scenic Morecambe Bay and Furness. David Hindle's latest book describes the history, cross-bay excursion steamers, sights, bird life, walks from stations, and other attractions of this line. He emphasises the sheer pleasure of the area and its enjoyment.

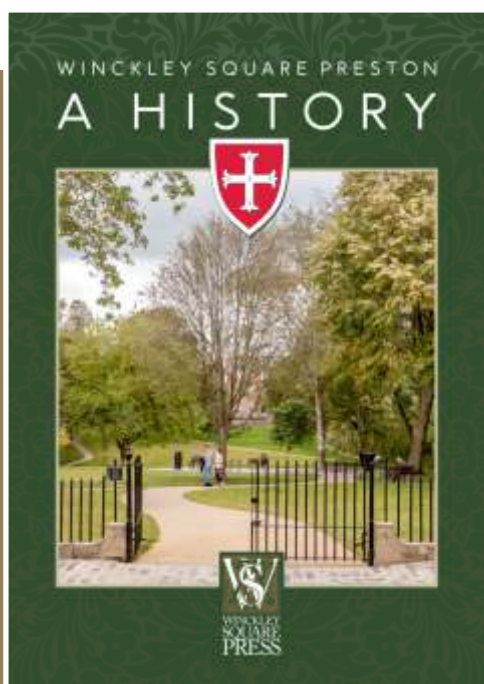
One reviewer on Amazon wrote: 'The whole work is superbly illustrated by colour photos taken by first-rate photographers such as Peter Fitton, David Eaves and Peter Smith. The work is spiced here and there in the form of cartoon drawings by the talented David Eaves. This book is unique as I have never read one with such an interesting combination of subjects before. It is David Hindle's magnum opus and a book to be treasured. I deem it indispensable for those wishing to explore the natural and man-made treasures of the Lake District. Keep up the good work David!'

This is a well-illustrated and charming guide to one of England's finest railway lines skirting the natural beauties of Morecambe Bay. The author embellishes his account with personal anecdotes, interesting snippets of local history, and some fine photographs of trains, wildlife and birds. This should appeal widely to different tastes, not just rail enthusiasts; a nice souvenir for visitors to the Furness district and Cumbria coast. The hardback book is neatly printed



complete with a silver ribbon. It will interest railway enthusiasts, bird watchers, local and social historians, tourists, and anyone who enjoys a traditional railway jaunt. Available from good bookshops and online. Cover price £25 but online prices start about £13.35.

Aidan Turner-Bishop



This new history of Winckley Square and the story of its restoration will be published in June 2018

Order forms will be available at the April meeting of the PHS

LANCASHIRE LOCAL HISTORY FEDERATION

AT HOME

SATURDAY 19 MAY 2018

LEYLAND CIVIC CENTRE WEST PADDOCK LEYLAND PR25 1DH

Leyland Historical Society is pleased to welcome members of the Lancashire Local History Federation to learn something of the town's history and to help celebrate our 50th Anniversary



£17.50

(including buffet lunch, bus tour and evening speaker)

For a further £7.50 access to our last two meetings of the season (usual price £10.00 each)

Monday 4th June — Dr Mark Baldwin
'World War II Codebreakers'

Monday 2nd July — Dr David Starkey 'The Monarchy'

Closing date for applications: 5 May