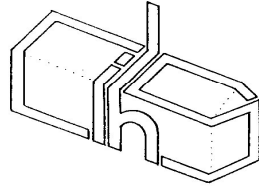


# Cumbria Industrial History Society



## BULLETIN

[www.Cumbria-industries.org.uk](http://www.Cumbria-industries.org.uk)

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### EDITORIAL

We have to start this Bulletin with the sad news that Dr. John Marshall the president of our Society died suddenly on the 20<sup>th</sup> May 2008. John had a great interest in industrial history and was one of the driving forces in the formation of this society and will be sadly missed by those who knew him.

So far this year the Society has been doing well. The spring conference was the best attended yet. All of the out door meetings have also been a great success despite the very poor weather at most of them.

The autumn weekend is well subscribed to but there are still places available. The autumn conference on the subject of the Eden valley looks like being a great success also with a booking form enclosed with this Bulletin.

Next years programme is already coming on well with the spring conference on the 18<sup>th</sup> April 2009 having an early railway theme. Also a number of outdoor meetings are coming along nicely.

The committee is always looking for ideas either for speakers, conference venues or ideas for outdoor visits if you have any ideas please let a committee member know.

Graham Brooks.

## **CIHS ACTIVITIES IN 2008**

### **SEPTEMBER WEEKEND**

Following the success of the two recent years' out of county weekends in September, we are visiting the area to the west of Edinburgh. People still wanting details should contact David Beale

### **AUTUMN CONFERENCE**

Booking form is enclosed with this Bulletin

### **NOVEMBER EVENING MEETING**

On Thursday 13<sup>th</sup> November at the Church Centre, Church Walk, Ulverston, 7.30 p.m., CIHS member Lawrence Hill has agreed to show his Aerial Photographs of some Industrial History sites in South Cumbria. He says this will be an audience participation evening to pool knowledge about the various places.

## **CARLISLE MARBLE WORKS**

A few months ago the Society received an inquiry about 'Marble Works' in Carlisle and the possibility of them using local Marble.

Carlisle in the 19<sup>th</sup> century had a series of 'Marble Works' these tended to be the names given to the workshops of various masons/sculptors who did a variety of work in marble such as chimney pieces, monuments, tombstones etc. There being no natural marble in the Carlisle area.

One of the most famous of these marble workers was Thomas Nelson. Born in Dumfriesshire after serving his time as a stonemason and spending a period in London in an architects office he returned to Carlisle and set up his own marble works in Crosby Street. However he did not only deal in marble but went on to become a major builder both in Carlisle and throughout Great Britain especially railway and harbour works.

The demand for cut stone was soon too big for the yard in Crosby Street and he relocated to Crown Street. However, due to the building and enlargement of the new Citadel Station he again had to relocate to Borough Mill Field. This site had direct rail access and allowed him to import stone directly into his yard.

The construction works of Thomas Nelson as has already been stated spanned the whole of the country and are an article in themselves. One of his biggest commissions for marble work came in 1848 when the Marquis of Londonderry commissioned numerous beautiful decorations in marble for his house Wynyard Park in County Durham which had been

damaged by fire. The decoration included massive columns and pilasters of solid marble for the chapel and also for other parts of the house. Such was the success of this work that commissions for monuments and chimney pieces etc came in from across the county and country.

The marble works flourished until the building of the Victoria viaduct in 1874 by the Nelsons and they moved the works again to Junction Street.

James Nelson retired from the business at this point and died in 1890. His sons continued the business until they went bankrupt in 1901.

During the 1850's the famous sculptor David Dunbar had made arrangements to use the Nelson's marble works as a studio and was offering to mould busts and then carve them in marble if required at the works.

There was also other masons who worked from 'Marble Works' in Carlisle including Nixson and Denton who worked out of the marble works on Finkle Street and also owned the marble quarries and works at Stone House Dent. They went bankrupt in 1837.

It is possible that JJ and J Kirkbride took over the marble works in Finkle Street as they are advertising marble Chimney pieces as well as general builders supplies from the address in 1855.

There was also a marble works at 115 Botchergate between at least 1855 and 1871 were James Carruthers did all forms of stone monuments and all kinds of marble work. He had been the foreman for James Nelson for 14 years before setting up on his own.

Kirkpatrick and Nixon in Denton Street were advertising marble monuments and head stones in the 1870's and in the 1890's both John and Wm Lain and Johnstone Bros. were advertising a wide range of monumental work in a variety of stones including marble. Laings advertised specifically white Scilian marble monuments.

These are just an example of the marble works in Carlisle that have come to light whilst looking through the adverts in old newspapers and I have no doubt that the further study of old newspapers will bring other examples to light and also throw more light on the history of these already mentioned.

It would appear that whilst there was no native marble in the Carlisle area the working of imported marble or the so called marbles of Dent and other parts of the north was an important industry in Carlisle in the 19<sup>th</sup> century.

Graham Brooks

## FURTHER THOUGHTS ON THE CARLISLE COTTON INDUSTRY.

In my article in Volume Six of the Cumbrian Industrialist, I concentrated on the factory spinning concerns and the calico finishing industry. However, The trawl through the Carlisle press for 1800-1825 by G.Oxley and information given in Towill(1996), also recent field work by Dr. M. Nevell and myself sheds new light on the subject. It may be that the city was a pioneer of the proto factory particularly in the weaving of fustians and all cotton cloth, and also that, the finishing side was more extensive than at first thought. It does not seem that Carlisle had individual weavers' cottages of the Lancashire variety either singly or in 'club' rows or they may have been rare, rather there were a large number of loomshops of differing sizes presumably established by merchants and millowners with accommodation rented out to weavers above in small dwellings. There may have been one or two, independent workers in for example Upperby, weaving fancy goods but the majority of workers were in effect employed by small or large masters. The presence of warerooms and warping mills in some of these premises attests to this point. I summarise now many of the loomshops in use down to 1823. Of course their use was interrupted from time to time by bankruptcies, sales, downturns in orders etc. In Irishgate just without the Walls there was a 24 loomshop and warping mill, the property of J. Hodgson. In Broadguards, Shaddongate , (opposite the present Linton Tweeds) there were loomshops with 24, 8, 6 and 6 looms close to the mill dam also warping and warerooms with 10 rooms for accommodation above. At Caldcotes (the Carrs' Biscuit Works site) there were two loomshops with four looms and two with three. Muslins (the fine cotton cloth) were made here for the Pattinsons. This group was to survive I think until sometime in the twentieth century. More loomshops are advertised in Shaddongate with 23, 12 and 12 looms respectively and a total of 32 dwellings above. There may be physical evidence of part of these premises remaining. Caldewgate - the traditional home of the Irish weavers, had four 8 loomshops, and two with 6 looms, 12 dwelling rooms in all owned in 1815 by J.Rigg also another three 4 loomshops. Denton Holme and Newtown had 4 loomshops with Botchergate a possible exception where there were four Houses containing two loomshops, a warehouse, and winding room but for linen production. In that area were blocks of 16, 8 and 5 dwellings. In West Walls near the Sallyport a loomshop is quoted with warehouse 90ft. x 118ft which is certainly on a par with some early mills. Lower Scotch St. had woolen weaving shops and a warehouse of Gibbons and Johnson.(The story, somewhat tragic, of the city's weaving community is described in Towill 1996 Chapter 4, Topping and Potter 1922 pp1169-176)

Alongside this extensive putting out system was a factory spinning industry as described. Some of the lesser known mills have now been revealed. The Carlisle Twist Co. was at New Bank off Water Lane. Their mill building was described as 120ft by 60ft with 22 pillars per floor and a 36hp Boulton and Watt engine. A factory at Broadguards, Shaddongate possibly later converted to a Cornmill, comprised two buildings of three stories 104ft by 18ft and 48ft by 36ft. The former would be for spinning, the latter contained 56 pairs of looms possibly supplied by Marsden of Damside. These could be an early form of power loom but how successful? The business was for sale by J.Rigg in 1810 and 1823. In Shaddongate also J.Robinson had water powered preparation machines and 10 mules for spinning. In Denton Holme there were at this time two cotton mills at Holme Head and ten cottages. J.Ferguson had water wheels on the millrace and the Dixons were offering the factory for sale in 1819. On Damside, in 1814 as described in my gazetteer Donalds had an L shaped mill of five stories for cotton spinning. At Weary Holme (Norfolk st. ?) 15 mules, 3 throstle frames, 7 cards and an 8hp engine were operated by the Robsons. Dalston had 14 waterframes roving machines and

a 20 loom weaving shop under the Waldie concern in 1820. There seems to have also been an unusual three floor weaving mill at Long Island where a 6hp Boulton and Watt engine ran 92 looms owned by J and W. Holmes. Woolen carpets and blankets were dyed spun and woven by J.Woods at Willowholme. the Printing, bleaching and dyeing of textiles had been a specialst trade in Carlisle since the 1760's. The branch had been introduced by Scott, Lamb and Co. At Harraby Green in this period they had two fulling mills, two dyehouses and 30 acres of bleaching grounds along the R.Petteril mill race. The firm also ran a printfield and dyehouse near West Walls. Also at Damside was another dyehouse for 8 vats, two coppers, pumps and tenter frames. Caldewgate had another 8 vat dyehouse, and indigo mill and 5 boilers in a building of two stories 45ft. by 36ft,(1815) . Willowholme had a 3 storey printshop 27ft by 27ft. A prominent firm in Denton Holme were Losh with printshops and dyehouse plus madder and indigo dyeing equipment. At Weary Holme, Donald and Carrick were bleachers and calico printers with 50 tables, 3 presses, 6 coppers (keirs?) 7 vats a water wheel and 2 stocks. Cummersdale and Dalston were also centres of finishing but we lack much detail until the mid-nineteenth century.

David George.

### **USEFULL WEB SITES**

The Lake District historical environment data base has now been made available on line. It is being hosted by the Archaeological Data Services at <http://ads.adhs.ac.uk>.

This site can be searched in a number of ways including key words eg. copper mine this will bring up all the records containing this or can be searched by area using a map.

### **WWW – websites well worth a visit**

The 1911 edition of the Encyclopedia Britannica has always been recognised as a classic. Now the whole work has been made available online. A very useful source of information on how things industrial work and were made. Visit [www.1911encyclopedia.org](http://www.1911encyclopedia.org).

British History Online at [www.british-history.ac.uk](http://www.british-history.ac.uk) is a digital library of works relating to medieval and modern history. It includes some useful background – although not strong on industry – including the Victoria County History for Lancashire (including Furness). It also includes some early books on Westmorland published by C&W which are now difficult to obtain in libraries and are useful for references to early industry and transport in the county. Another useful book on this site is a dictionary of traded goods and commodities 1550 – 1820.

The Intute website is a guide to the best internet resources for education and research. Visit [www.intute.ac.uk/sciences](http://www.intute.ac.uk/sciences) which covers science, technology and earth sciences, and includes for example a comprehensive guide to common minerals and their uses.

Closer to home, the Durham Mining Museum exists only in the virtual reality of the internet at [www.dmm.org.uk/mindex.htm](http://www.dmm.org.uk/mindex.htm) , but offers a huge amount of information on “the history and culture of the coal mining industry in the North of England”, including Cumberland.

Selected transcripts for a dozen old newspapers of Cumberland and Westmorland are appearing online at [www.cultrans.com](http://www.cultrans.com). Although I didn't find anything on my particular lines of research, it's one worth keeping an eye on.

West Cumbria is increasingly well served by local websites that include – as you might expect – plenty of material on industrial subjects. The Harrington Photo Archive at <http://myweb.tiscali.co.uk/photoarchive> is built from the scrapbooks and photo collections of two local residents, and paints a fascinating picture of a once bustling industrial community. The Parton Project at [www.pastpresentedinfo/cumbria/parton/index.htm](http://www.pastpresentedinfo/cumbria/parton/index.htm) is the result of the generosity of the author of three books on the village, who has made available to everyone else all the background information he used in the books. Includes the harbour, pier, brewery and tannery.

A major archaeological survey of the Whitehaven coast, including its industries, was commissioned by The National Trust and carried out by Cranstone Consultants in 2006/2007. The complete text can be viewed at [www.whitehavencoast.co.uk](http://www.whitehavencoast.co.uk) in the History section, along with other articles about the chemical industry, mining, shipbuilding and the port.

Finally, if you fancy a holiday with a difference, why not follow a European Route of Industrial Heritage from the comfort of your home? At <http://en.erih.net> you will find information on 830 sites in 29 European countries, including the UK. Some of these are linked together in 10 regional routes and 10 theme routes, including some spectacular photography.

Meanwhile don't forget to keep an eye on our own website at [www.cumbria-industries.org.uk](http://www.cumbria-industries.org.uk) which is now approaching the equivalent of 200 A4 pages, plus links to other relevant websites, lists for further reading and places to visit. Better still point me in the direction of articles or photos that I could add to the site, either your own work or something you've come across in a local society publication for example.

Roger Baker  
[mbarb@freenetname.co.uk](mailto:mbarb@freenetname.co.uk)

## THE GREAT STORM OF 1839 BY GEOFF BRAMBLES

During the early hours of January 7<sup>th</sup>, 1839, a Great Storm swept across the northern British Isles, so severe that it was “...*more like a West India hurricane than anything else*”. It caused havoc at sea and widespread damage across a broad swathe of Ireland, northern England and southern Scotland.

The press report of this forgotten event is of interest to us for the incidental information it contains, particularly about disruption to transport and damage to industrial buildings.

The mail coach heading north on the Kendal – Penrith turnpike over Shap Fell was twice blown over and then abandoned. This happened at “Demmins”, the modern Demings Moss: in other words, the fearsome Shap Summit, still a place of ill-repute in the reminiscences of pre-M6 lorry drivers. The passengers walked the five miles to Shap village. No doubt many a later crackling fireside was enlivened by the recollections of those unwilling pedestrians. What happened to the horses is not recorded.

At Port Carlisle the ‘Samson’, a “locomotive engine”, was brought to a standstill by the force of the headwind and could only be restarted after the detachment of some of its train of wagons.

Inevitably, shipping was subjected to a fearful, deadly battering. At Whitehaven, where the darkness was described as “Cimmerian” (look it up), ships in the harbour had their rigging blown away and boarding on the north pier was washed away. Nearby, about twenty yards of high wall between the coalyard of William Pit and the sea was destroyed, and it was here that the ‘John Airey’ was wrecked.

It would be difficult to invent a more poignant tale than the circumstances of this ship’s demise. Some weeks previously, bound from Leghorn to Liverpool, she had been dismasted and had put into Whitehaven for repairs, reported as costing £500 – perhaps the equivalent of at least £25,000 at today’s values. Her cargo included palm oil, marble,

crystal, wool and silk (a manifest worthy of a quinquereme of Nineveh) and with this valuable load she sailed from Whitehaven for Liverpool on Sunday the sixth of January.

In the face of the developing storm, she turned back, mooring inside the new west pier at about 6.00pm on the same day. The captain went ashore at about 3.00am the following day, leaving four people aboard: the mate, John Miller, and his wife; the second mate, John Anderson, all three from Dumfries; and a Whitehaven man, John Twentyman. The gale broke the ship from its moorings and dashed it against the shore, wrecking it completely. Mrs Miller's body was discovered washed up in Messrs Whiteside and Scott's building yard at daybreak, just as the peak of the storm had passed. Later, as soon as the ebbing tide allowed, the wrecked ship was approached and all three men were found on board, dead. In vain, they had lashed themselves to the chains. Their bodies were still warm.

Inland, many chimneys were blown down, some with fatal consequences. In Carlisle a man attending the kiln of an alabaster burner was crushed to death by its falling chimney. At Warwick Bridge the same fate befell a workman at a dyeworks. A new dyeing and washing house in Keswick, belonging to Messrs Crosthwaite, skimmers, was reduced to a single storey and in Kirkby Lonsdale the chimney of Burrow's Mill collapsed, destroying the roof.

Cumbria, though, escaped relatively lightly in the falling chimney stakes. The two outstanding instances of mass destruction were in Lancashire. Bury lost seven large chimneys, including that of the gasworks, which destroyed the purifier by its fall. But the record seems to have been set by Blackburn, where no fewer than eleven chimneys fell, including one that sliced its mill in half.

Huge numbers of trees were brought down, forcing premature sale their timber over the next few months. The following April, for example, the Brathay estate put up for sale 174 oaks and sundry others. The Lowthers, possessing more, suffered more, and their



meticulous count of 9,767 trees blown down or mutilated would, no doubt, have caused few tears to be shed midst the local peasantry.

As the *Kendal Mercury* observed, “...it is an ill wind that blows nobody good, for the glaziers, bricklayers, and builders will be employed for some time to come.” Nevertheless, the storm continued to collect victims during the clean-up. Such a one was William Cousin, on a roof ladder in the village of Bouth, replacing slates blown off by the ‘hurricane’ \*. The roof gave way and he fell to his death.

#### **\* A note on Great Storms in Britain**

A Great Storm – a term at once simple, pungent and accurate – is an extreme form of the travelling low pressure systems of middle latitudes such as ours. Generally known as depressions, they can also be called temperate cyclones. The winds in a Great Storm reach hurricane force – that is to say they exceed 118 kph, or Force 12 on the Beaufort Scale of wind strength.

Hurricane force winds, however, do not make our Great Storms hurricanes. For hurricanes are *tropical* cyclones of the Caribbean and surrounding areas. In the western Pacific they are called typhoons, in the Bay of Bengal they are simply called cyclones and in northern Australia (where else?) willy-willies. It is impossible – I repeat, impossible – for a hurricane to strike the British Isles, for a hurricane consists wholly of tropical air.

Ignorance, alas, is bliss, and the public will go to their beds tonight happy in the knowledge that the next gale to rip off roofs in Rotherham is a hurricane.

However, Michael Fish was correct. He knew the difference between a hurricane and hurricane force winds. He had nothing to apologise for...but if he had been wise, he would have warned that there might be a Great Storm on the way.

## **JOHN D. MARSHALL**

John was one of the most inspiring people I have met when it came to the history of Cumbria and especially its industrial and economic history. He never lost his passion for explaining the history of Cumbria to people and was always keen to encourage other people to investigate and research their own aspects of this history.

John's early life was spent in the midlands where after leaving school at 16 he had a brief career as a reporter for the Derby Evening Telegraph and as a debt collector. As a conscientious objector during the second world war he worked for the Forestry Commission in the Furness area of Cumbria and it was this that stimulated his lifelong focus of study.

After the war he studied economic history at Nottingham University and did a PhD at London University on the subject of Furness and the Industrial Revolution, which was published in 1958 and established his reputation as an economic historian.

After a number of years teaching the history of science and technology at different places including Bolton Training College, he was appointed as a lecturer in 1966 at the University of Lancaster. Here he helped develop the new history department and became a reader in north-west regional history. He founded the cross-disciplinary centre for north-west regional studies in the early 1970s.

John's output of both books and papers on the economic, social and industrial history of Cumbria was phenomenal and they have laid a foundation for the development of urban, oral, industrial and above all regional history of the area.

John took early retirement from the University in 1980 on medical grounds, but this did not stop him continuing with research and inspiring people with his understanding of the region's history. He was active in the Cumberland and Westmorland Archaeological and Antiquarian Society where he chaired the Industrial Archaeology committee for many

years. It was whilst chair of this committee that he along with other members instigated the formation of our own Society and he was the president up to his death in May 2008. As a president of the society he was very active and his introduction and summing up at the annual spring conference usually showed his vast knowledge on the history of the region in all aspects.

One of Johns other main projects was the renovation and preservation of the early blast furnace at Newlands.

John was married twice in his life and in his later life he had a number of poetry anthologies published. He is survived by his three children.



**JOHN MARSHALL AT WORK AT NEWLANDS FURNACE**

### SOME OF JOHN MARSHALL'S PAPERS

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### **INDUSTRIAL BUILDING DAY SCHOOL**

The CBA and AIA are running a programme of national and regional day schools which are free to CBA members and AIA members on the use of industrial buildings and sites. The first of these will be in Manchester on 29<sup>th</sup> 2008 at Portland Basin Museum, Ashton-under-Lyne.

The school will focus on legislation and the planning process and consider industrial buildings such as warehouses, canalside buildings, textile mills (cotton), engineering buildings and industrial period housing.

The school will consist of short lectures, site visits and discussion and will consider the process of responding to development proposals, provide guidance on identifying industrial sites, structures and buildings, and assessing the significance of standing structures.

Further details can be obtained from Brian Grimsditch, telephone 0161 275 2314  
Or e.mail [brian.grimsditch@manchester.ac.uk](mailto:brian.grimsditch@manchester.ac.uk). Closing date for applications 15 September 2008

### **NEWLANDS FURNACE HERITAGE OPEN DAY**

After the success of the open day last year the Newland Furnace Heritage trust are having another open day. To see the latest developments come on Saturday, September 13th 2008 for a free guided tour between 10.00 and 16.30 hours.

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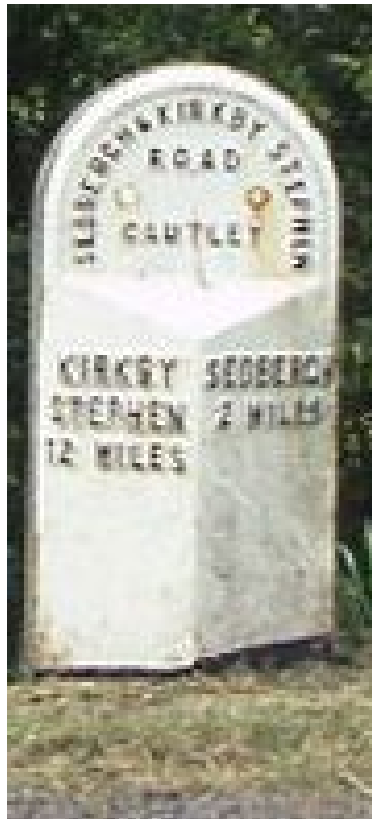
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A CUMBRIAN MILESTONE



