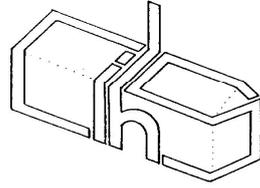


Cumbria Industrial History Society



BULLETIN

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EDITORIAL

Hopefully spring will have arrived and we will all be looking forward to summer by the time you receive this Bulletin. There is a full programme of events for the Society and there should be something for everyone.

The Mike Davies-Shiels project is now well underway, the photographs and black and white negatives have all been digitised. Over a third of the slides have now been numbered and a small army of volunteers busy in Kendal Record office transcribing the writings on the slides so they can be entered onto the data base.

There is one or two of the slides and negatives which are not labelled and we are having difficulty identifying the location. The two pictures of a possible mill building on the front cover are two such pictures. Does anyone know where this building is? The pictures were taken in the late 60's early 70's so the building by now may well have been renovated. Any suggestions please send to Helen.

Since we produced the CD with Mike's handouts on a small number of other handouts have been shown to us. Some of these are reproduced in this edition.

Please note there has been an addition to the programme for this summer with a visit to the large Corus limestone quarry at Harpendale and its associated limekilns. Details are given below

SOCIETY EVENTS 2011

SATURDAY 14TH MAY MINING IN THE NENTHEAD AREA.

Meet in the car park at the Nenthead mining centre 10.30 am. For a look at the recent work of the North Pennine Heritage Trust and some of the lesser mines in the area.. Leader Peter Jackson a member of the Nenthead Trust. Suitable wet weather clothing advised. The site is exposed Packed lunch required.

WEDNESDAY 15TH JUNE LOW WOOD GUN POWDER WORKS.

Meet at the Angler Arms pub in Haverthwaite to travel in convoy to the start. Leader Bill Myers.

SUNDAY 19TH JUNE SILLOTH DOCKS AND CARRS MILLING MUSEUM.

A tour of the docks following on from the talk at the October conference and a visit to the Carrs milling museum to view the steam engine etc.

We are having difficulty in getting both the docks and Carr's flour mill to commit to this visit but Helen is still trying to arrange it. Places will be limited if it goes ahead. If you are interested in going on this visit please contact Helen Caldwell preferably via e-mail so she can keep you informed.

SUNDAY 10TH JULY CRAKE VALLEY INDUSTRIES.

Meet at Spark Bridge Village Hall 10.30 for a look at some of the many industries that have taken place in this area. Outdoor clothing and packed lunch required. To be lead by Helen Caldwell and Roger Baker.

SATURDAY 10TH SEPTEMBER 2011

Meet 10.30 am. at Grid Ref. NY 581 130 on the side road from Junction 39 on the motorway to Harpendale. Stout footwear required and outdoor clothing and packed lunch for a tour of the quarry and the associated kilns and plant.

OCTOBER CONFERENCE SATURDAY 29TH OCTOBER 2011 CASTLE GREEN HOTEL,

A day meeting on the subject of industries in the Kendal area. Booking forms will be in the August Bulletin.

NOVEMBER EVENING MEETING

To be arranged.

BOOK REVIEW.

THE BUILDINGS OF ENGLAND CUMBRIA Editor Matthew Hyde and Nikolaus Pevsner. Yale UP: ISBN 9780300126631 pp775 price £35.00

Our present county has been acknowledged by the recent publication of a “Cumbria” volume in the revised editions of the Pevsner “The Buildings of England” series. This brings up to date the material contained in the original volume “Cumberland and Westmorland” of 1967 and the sections relating to the Furness and Cartmel districts from “North Lancashire” of 1969.

In company with all the volumes in the new series, “Cumbria” is larger both in page size and weight, making it more suitable for the bookshelf than the pocket of a walker. Many of the earlier descriptions are now substantially expanded. The entry for Carlisle now occupies 47 pages as against 17 in the original Pevsner, Barrow 15 sides as against 4; Kendal 18 instead of 6. The first Pevsners provided few plans or drawings to punctuate the text and this matter is now remedied. The portfolio of black and white photographs placed at the centre of the original Guides is represented now by a collection of 119 well-chosen colour photos illustrating a much more varied range of subjects than before. A valued feature of the first Pevsners was the Introduction provided for each volume. For this the compiler drew on the local knowledge of a range of experts. The new Guide more than doubles the space previously afforded to this prefatory material with a compendium of ten concise papers on such aspects of the county as its geology, how the area was affected by historic developments down to the present day, and the impact of technology.

For our Society perhaps the most heartening feature of the new Guide is the attention it gives to the industrial and transport heritage of Cumbria. All the elements for which the original Pevsner Guides have been appreciated (and occasionally criticised for concentrating too heavily) such as the churches, stately homes and civic architecture continue to receive full and detailed attention.

But now we find among them the previously unexpected highlighting of, for instance, CentreParcs alongside Brougham Castle; at Coniston a careful account of the slate and copper workings ignored in the 1969 record; Sellafield has a two page entry to itself; at Workington mention is made of the C18th foundry building near St Michael’s Church, the brewery tower, the flood-damaged bridges and the castellated engine house of Jane Pit as well as all the more predictable buildings. At last something like justice is done to structures that result from industrial endeavour and landscape features of human origin that contribute to our built heritage.

There is no doubt that for much of this enhancement to the content of “Cumbria” we are indebted to one of our own members - Gavin Watson. He it is who contributed the excellent introductory essay on Industrial Archaeology and oversaw the selection and description of most of the buildings in this category. Speakers at our Conferences who have seen a member of the audience making studious notes of their presentations will now perhaps see in print why they merited such attention. In the advice Gavin gives for

further reading John Marshall and Mike Davies-Shiel's "Industrial Archaeology of the Lake Counties" takes pride of place followed by John & Jan Bennett's "Guide to the I.A. of Cumbria". Graham Brook's labours to produce for us issues of "The Cumbrian Industrialist" and Roger Baker's work developing our website "A-Z of Cumbria Industries" are both recognised.

At £35 per copy the new "Cumbria" Pevsner Guide can't be considered a frivolous purchase but with a hope of Father Christmas sprinkling a few kindly Book Tokens around there comes with its acquisition a promise of many hours of enjoyment on cold days, planning excursions for the glorious summer there is sure to be in 2011.

AJP

LIMESTONE INDUSTRIES OF THE YORKSHIRE DALES 2ND EDITION BY DAVID JOHNSON. ISBN 978-1-4456-0060-4 AMBERLEY PUBLISHING £18.99.

Normally when you get 2nd edition books it can be difficult to find where the new editions to the volume have been made. However in the case of this book it is more of a total re-write rather than a revision. The new book has nearly 100 extra pages and these have not just been filled with new pictures, although there are some interesting new photographs of some of the kilns and quarries in the area at work

All sections of the book have been expanded, the first three chapters look at the use of lime and limestone during history and the way it has been worked over the centuries. Because of the lack of surviving documentary evidence on the working of early limestone quarries and kilns David has had to look outside the Yorkshire Dales for evidence. He has however, linked this evidence with the archaeological remains of the industry in the Dales. Much of it has recently been investigated and excavated by teams led by David. David then looks at the main industrial companies which came to dominate the quarrying industry in the Yorkshire Dales. He looks not only at the development of the various companies and their various mergers and takeovers, but, he has also presents a vast amount of research and field work on the development of commercial kilns within the Dales. The Hoffmann kiln dominated some of these companies and the history of the development of these kilns and their building and use in the Dales is discussed in a separate chapter. Each major company gets its own chapter with some of the minor companies and quarries being combined into a number of chapters at the end of the book.

The final chapter looks at the more modern aspects of quarrying technology and is probably the only chapter that is a 'bit light' on information, but there are a large number of other books available readily that deal with development of modern quarry plant. This a fully referenced book with an extensive bibliography which will be useful to anyone else looking to research the lime industry in any other part of the country.

This book although titled the 'Limestone Industries of the Yorkshire Dales', it deals with the early history and technology of limestone quarrying and burning as occurred across the country and is the only book loosing in this detail at the industry that has been

available for many years. For anyone with even a passing interest in limestone quarrying or the use and development of the limekiln this book is a must and is an excellent example of how to review the technology and history of an industry in a region.

Graham Brooks.

SCORDALE, CUMBRIA. THE ARCHAEOLOGY OF A NORTH PENNINE VALLEY. AN ARCHAEOLOGICAL INVESTIGATION. BY A. HUNT & S. AINSWORTH. ENGLISH HERITAGE RESEARCH DEPARTMENT REPORT SERIES NO 35-2010. Pp 196.

Available as a free download at <http://research.english-heritage.org.uk/report/?14876>

Scordale is a valley in the North Pennines and has been since the 1940's part of the Warcop military training area. Prior to this the valley had a long history of human activity including both lead and barytes mining. English Heritage were commissioned to carry out an archaeological investigation of the area to help the MOD to plan its management of the area and also to try and stop some of the damage being caused to the mining remains in the valley by flash flooding. This book is the culmination of nearly four years work in the valley. (limited by the number of days when firing was not taking place).

The report lists over 872 archaeological features that were discovered in the valley, ranging from Bronze age hut circles and field systems through to the mining remains of the early 20th century.

Each type of remains is dealt with in separate sections starting with the earliest remains the bronze age. Some supposition is made in the late medieval section that some of the building remains could possibly be related to very early mining but no definite evidence was found.

When it comes to the mining remains (the major part of the book) they deal with the remains in various groups starting with extraction, followed by storing ore, moving ore, processing ore, moving concentrate and the smelt mill near Hilton village. The minor features such as limekilns in the valley are also discussed.

Some of the definitions of the findings are open to other interpretations for example in the mining section they have hushing, open works, bench working, face working and 'drift' working. Considering the way some of these remains are associated with each other i.e. a working face within Lowfield hush, it would be difficult to tell if this was the means of working ore at the same time as hushing was used to remove the deads from the area.

Very little documentary research was carried out on the area. (not a vast amount of material exists) and basically most of the workings are dated either from a 1824 map or the OS maps of the area. That said this book provides an ideal field guide to the valley and allows visitors (Check when open days are on MOD website) to find the various sites and in some cases will open debate into their original dating and function.

Graham Brooks.

BOOKS FREE TO GOOD HOME

The Local Librarian at Barrow Library clearly regards CIHS members as students of some remarkably recondite subjects and is glad to pass on to anyone interested the following items removed from the shelves:-

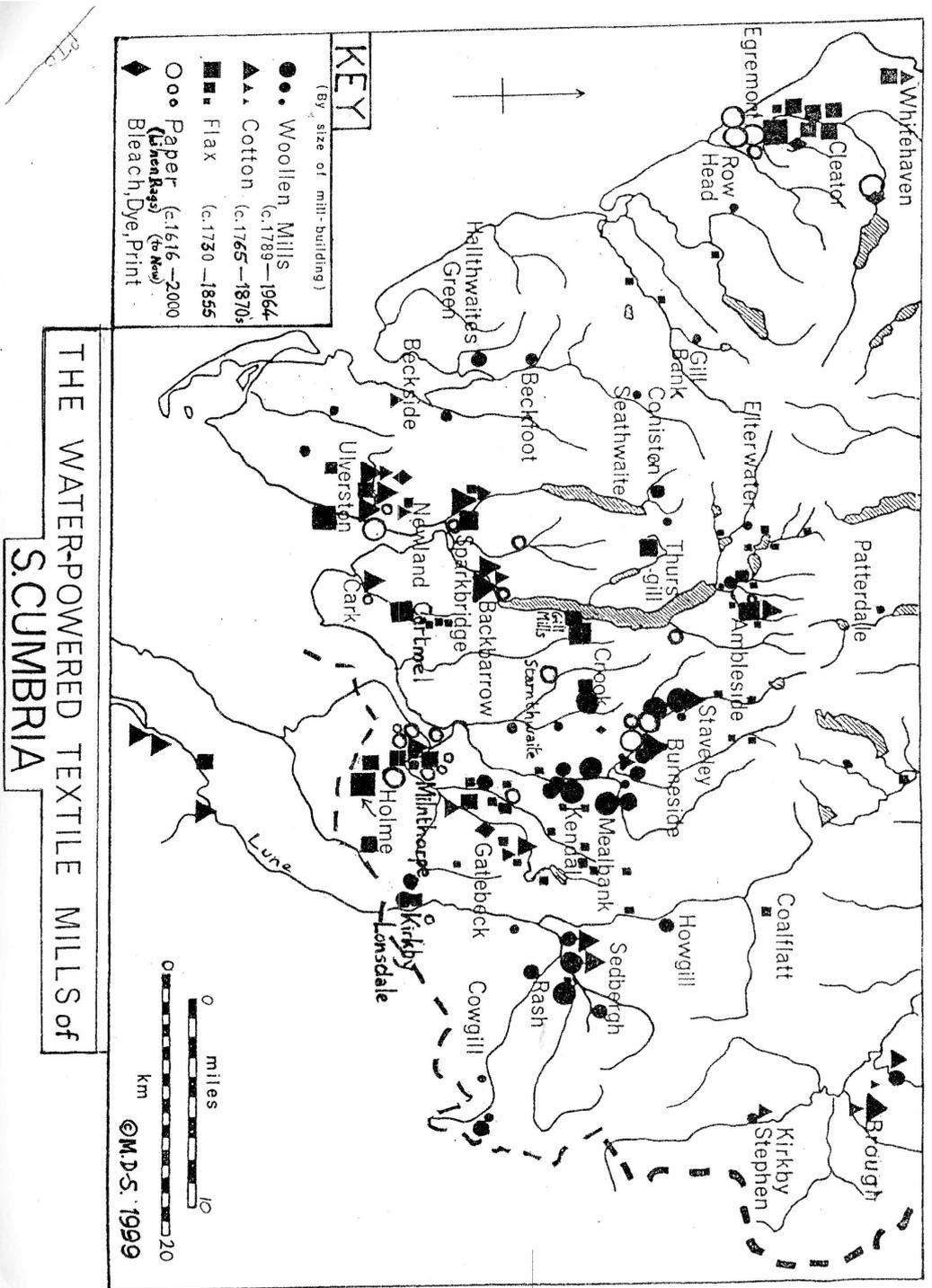
Finlay W.: The Law on the Liability of Property Owners & Occupiers for Accidents [Sweet & Maxwell: 1928]
Instructions in Respect of Wreck & Salvage [HMSO:1912]
Regulations for the Electrical Equipment of Buildings [IEE: 1934]
Gray J C & Whitehead A.: The Industrial & Provident Societies Act, 1893 & Amendment Act, 1913 [Co-operative Union: 1927]
Southern R & Rose P B: Handbook to the Industrial & Provident Societies Acts, 1893-1961 [Co-operative Union: 1961]
Baird & Tatlock: Illustrated Price List of Chemical & Scientific Apparatus [n.d. ? approx. 1900]
Brady & Martin Ltd: Interim Science Catalogue Supplement [1923]
Harry Hebditch of Martock: Poultry Specialities Catalogue [1917]
A E W Phipps of Harborne: "The Secret Revealed" Catalogue of Poultry Appliances [n.d.]

Please contact Alan Postlethwaite on mandatelsop@btinternet.com if any of the above fall within your field of study

A FAKE CUMBRIAN INDUSTRY

The Society has now received a number of requests via its website about a supposed Cumbrian pottery. People are buying pots with Braithwaites fairy lustre ware Cumbria stamped on the base.

Wedgwood produced a Fairyland lustre range in the early 20th Century and these pots are looking to emulate them. Unfortunately these pots are not made in Cumbria but are imported from China. As far as is known there has never been a pottery run by Braithwaites in Cumbria



**THE WATER-POWERED TEXTILE MILLS OF
S. CUMBRIA**

KEY	
(By size of mill-building)	
●●	Woollen Mills (c.1789—1964)
▲▲	Cotton (c.1765—1870s)
■	Flax (c.1730—1855)
○	Paper (c.1616—2000) (Linen Rags) (New)
◆	Bleach, Dye, Print

Pre 19th C. FLAX Production

Flax has been one of the essential textiles from at least Bronze Age times. The process of converting thin wiry stalks into a whole range of products is complex, and long perfected.

The Sequence.

1. Traditionally, in early August, it was PULLED so that root fibres were part of the crop and a good handful DOUBLED over into small 'BEETS' about 18 inches/45cm long, then put out in stooks and DRIED.

2. By late August the crop was dry enough to be RIPPLED or BROKEN, using a SWINGLE-STAFF (FLAIL) above an old wagon cloth, to KNOCK OFF THE SEEDS, so precious for next year's crop, or as poultry food or for oils, paints and varnishes.

3. Then the beets were crammed into a specially-constructed RETTING POND, in such a way as to hold in place under flat stones, so that when water was let in, they were held below the surface and ROTTED for 2-3 weeks. HEMP, (one quarter of an acre minimum, grown per TOWNSHIP by LAW), also went through the same treatment, often in the same pond. To make the job easier to do, ponds were FLAT-FLOORED, just over KNEE-DEEP when filled, with VERTICAL solidly-built sides. By a law passed in 1541, the ponds, once the crops removed, had to evaporate away and NOT drain back into streams. A working pond was often roadside for access and one well-built side, not more than 30ft/10m. wide, and 100ft/30m long with the water accumulating through complex systems off nearby fields.

4. By mid-September they were taken out. The minion doing this obnoxious job had to avoid getting his face in the NOW-POISONOUS water. The beets were once-again DRIED, often over small fires. The rotted stuff began curling off. Once dried, they were SCUTCHED.

5. SCUTCHING This action stripped off all the dried gunge by BEATING the fibres strongly, eventually leaving wiry fibres, short and long.

6. Scutched fibres were then held carefully in handfuls and DRAGGED FORCEFULLY through vertical metal hook-tipped needles, set in boards, such that the crop was COMBED out into the long LINE fibres which would make LINENS, from the short TOW fibres, used for coarse SACKING, and especially, SAILCLOTH. This process is called HECKLING. It required skilled delicacy to do well.

7. Then the fibres were BOILED to make them soft enough to SPIN, and 8. WOVEN on fairly narrow looms. Sailcloth was always made in strips of about 2ft/60cm. width, and then sewn together by sailmakers.

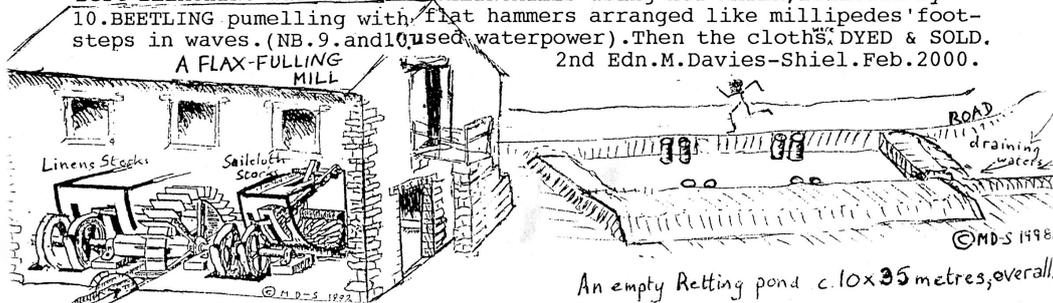
100% pure Linens such as Kerchiefs, Shirtings and Damasks were worth most, but in ALL CLOTHS EXCEPT SILKS, made from the 1600's until 1784, Linen HAD TO BE the strong WARP (lengthways) threads.

This was because makers were well aware of the tendency for cotton and woollen cloths to come to pieces in the harsh washing processes of the time. Also, 100% woollens take a deal of drying. Thus by the 1690's, new LINSEY-WOOLSEYS were the rage, being cloths dyed in the threads and thus patterned by the weave. Flax and Cotton cloths were known as CHECKS, CALICOES and FUSTIANS. However, before or after weaving, flax kept its natural grey-green colour and if brighter colouring was wanted, it 9. HAD TO BE BLEACHED. The best bleach was made from unlikely products :- Soft Water, B.....P....., and Ale drinkers' U.....!

Best BLEACHING was done in FULLINGMILLS using HOT WATER, followed by

10. BEETLING pumelling with flat hammers arranged like millipedes' foot-steps in waves. (NB. 9. and 10. used waterpower). Then the cloths DYED & SOLD.

2nd Edn. M. Davies-Shiel. Feb. 2000.



**Descriptions of manufacturing businesses, premises, processes, and products in the
Carlisle Journal, Addenda 1814-25**

(Continued from the *Bulletin of the Cumbria Industrial History Society*, Nos. 59 - 65)

Compiled by G. W. Oxley.

As this project has progressed the criteria for inclusion have been relaxed in the light of experience. The material below was originally excluded but would have been included under the wider criteria adopted later

826. Shipbuilding at Maryport

A few days ago a vessel called *William Johnston* was launched from the yard of Mr J. Robinson for the fishing trade
CJ 829, 10 September 1814

827. Shipbuilding at ?

On Saturday last a brig called *Janes* was launched from the yard of Middleton & Co. for Captain Joseph Whinfiddie. She was launched with top gallant masts up and rigged. The singularity of the sight brought together a numerous concourse of spectators
CJ 829, 10 September 1814

828. Shipbuilding at ?

On Saturday last a vessel called *The Brothers* was launched from the yard of A. Wood & Co. for the fishing trade
CJ 829, 10 September 1814

829. Lime quarry and kiln at Warnell Fell

Also a farm of 40 acre and a house and buildings owned by Mrs Oliver and occupied by Edward Huggin advertised to be let
CJ 831, 22 September 1814

830. Hat manufacture in George Street, Carlisle

Report of another fire
CJ 832, 1 October 1814

831. Corm mill at Carwim

Advertised to be let
CJ 837, 5 November 1814

832. Dyeing and bleaching at Denton Holme, Carlisle

Report of a fire at Messrs Forster's dyeing house
CJ 841, 3 December 1814

833. Quarry at West Newton

Joseph Blair, stone mason and quarryman has relocated and opened a new quarry
CJ 846, 7 January 1815

834. Check manufacture at Penrith

Insolvency of Merrick Thompson
CJ 850, 4 February 1815

835. Shipbuilding at Whitehaven

Yesterday week a copper bottomed vessel called *Jamaica* was launched from the yard of Messrs Brocklebank
CJ 852, 18 February 1815

836. Shipbuilding at Workington

Saturday last a copper bottomed vessel called *Leviathan* was launched from the yard of Kelsick Wood, Piele, & Co
CJ 852, 18 February 1815

837. Shipbuilding at Workington

Saturday last a copper bottomed vessel called *Mary Ann* was launched from the yard of W. Wall, & Co. for Captain Ritson
CJ 852, 18 February 1815

838. Mill at Low Wool Oakes in the parish of Hesket

Insolvency of John Scholick, miller
CJ 852, 18 February 1815

839. Brewery at Carlisle

Insolvency of Daniel Pattinson , brewer
CJ 856 (sic), 25 February 1815

840. Shipbuilding at Harrington

Last week a vessel called *Traveller* of 330 tons was launched from the yard of Piele, Wood, & Co.
CJ 857 (sic), 4 March 1815

841. Shipbuilding at Workington

Saturday last a copper bottomed vessel called *Cumberland* of 5[9/0]0 tons was launched from the yard of Wallace, & Co.
CJ 856, 8 March 1815

842. Shipbuilding at Maryport

Thursday last a copper bottomed vessel called *Friends* was launched from the yard of Peat & Co. for Captain George Wilson
CJ 860, 15 April 1815

843. Cotton works at Warwick Bridge

Smiths, fitters, and turners wanted
CJ 862, 29 April 1815

844. Tan yard at Damside without Irish Gate, Carlisle

Advertised to be let with a dwelling house, lately occupied by Mt Turner Cartmell, deceased
CJ 862, 29 April 1815

845. Shipbuilding at Harrington

Thursday sennight a vessel called [?] of 300 tons was launched from the yard of Key Carr & Co.
CJ 863, 6 May 1815

846. Shipbuilding at Whitehaven

On Monday a vessel called *Brown* was launched with her masts and rigging up from the yard of Mr Scott For Captain J. Wood in the Jamaica trade
CJ 864, 13 May 1815

847. Shipbuilding at Whitehaven

On Monday a vessel called *Ann* was launched from the yard of W. Bowes & Co.
CJ 866, 27 May 1815

848. Shipbuilding at Workington

On Saturday a copper coloured vessel called *William Ewart* of 300 tons was launched from the yard of Wood, Piele, & Co.
CJ 866, 27 May 1815

849. Shipbuilding at Maryport

A few days ago a vessel called *Amity* was launched from the yard of Joseph Middleton & Co. for Captain Longmire
CJ 867, 3 June 1815

850. Shipbuilding at Maryport

On Saturday last a vessel called *Sheerwater* was launched from the yard of Adam Wood & Co.

CJ 875, 29 July 1815

851. Shipbuilding at Workington

On Saturday last a copper bottomed vessel called *William Wise* of 340 tons was launched from the yard of K. Wood, Piele & Co. for Captain John Bennie

CJ 875, 29 July 1815

852. Shipbuilding at Maryport

On Sunday last a copper bottomed vessel called *Donald* was launched from the yard of Peat & Co. for Captain Thomas Allison in the West Indies trade. The day being extremely good a vast concourse of people attended among whom were many of rank and fortune

CJ 877, 12 August 1815

853. Shipbuilding at Whitehaven

On Saturday last a copper bottomed vessel called *Alliance* of 225 tons was launched from the yard of Wilson, Walker, & Co. for Captain Bell of Maryport

CJ 879, 26 August 1815

854. Shipbuilding at Whitehaven

On Wednesday a ship called *Princess Charlotte* of 900 tons was launched from the yard of T & J Brocklebank amidst the greatest concourse ever witnessed. Her upper and lower deck beams have iron knees, most of them 4 cwt. apiece. The day was fine, the launch beautiful, and she received her name from J Hodson, esq., Adjutant of the Whitehaven Local Artillery, late of Carlisle.

CJ 881, 9 September 1815

855. Shipbuilding at Workington

On Saturday last a vessel called *Agnes* of 300 tons was launched from the yard of W. Wallace & Co. for Captain Grieg

CJ 884, 30 September 1815

856. Shipbuilding at Workington

Yesterday week a copper bottomed brig called *Letitia* of 300 tons was launched from the yard of K. Wood, Piele & Co. for Shaw, Nielson & Co. of Belfast, merchants

CJ 886, 14 October 1815

857. Shipbuilding at Maryport

A few days ago a copper bottomed vessel called *Mary and Jane* was launched from the yard of Adam Wood, & Co. Captain William Thompson

CJ 886, 14 October 1815

858. Shipbuilding at Whitehaven

A copper bottomed, fortified ship called *Antigua Packet* of 350 tons was launched from the yard of T & J Brocklebank for Captain Dawson to use in the Antigua trade

CJ 889, 4 November 1815

859. Shipbuilding at ?

A copper bottomed and fortified brig of 225 tons was launched from the yard of Whiteside, Scott & Co. for Captain [M/H]annay

CJ 889, 4 November 1815

860. Shipbuilding at Maryport

On Thursday last a schooner called *Hope* was launched from the yard of Joseph Middleton

CJ 889, 4 November 1815

861. Shipbuilding at Whitehaven

On Saturday last a vessel called Eleanor was launched from the yard of R Whiteside, & Co.

CJ 890, 11 November 1815

862. Shipbuilding at Harrington

On Saturday last a copper bottomed brig called Hyndman was launched from the yard of Carr, Key, & Co. for Captain Fotlins

CJ 890, 11 November 1815

863. Shipbuilding at ?

A copper bottomed shallop of 25 tons was launched from the yard of Whiteside, Scott & Co. for the ship Martha Brae which is soon to sail for Jamaica

CJ 892, 25 November 1815

864. Tin working in Paescod's Lane, Carlisle

Journeyman tinsplate worker advertised for by Isaac Hetherington

CJ 893, 2 December 1815

865. Iron and brass foundry in Carlisle

Insolvency of Wilfred Forster of Shaddongate,

CJ 935, 21 September 1816

866. Woollen manufacture in Keswick

Insolvency of Peter Buckbarrow and assignment to Rev. William Parsable of Keswick, clerk and Joseph Dawson of Keswick, ironmonger

CJ 944, 23 November 1816

867. Mill at Iselkirk Hall

Insolvency of Thomas Dixon

CJ 948, 21 December 1816

868. How Mill at Hayton

Insolvency of Thomas Graham

CJ 948, 21 December 1816

869. Shipbuilding at Workington

A copper bottomed vessel called Betty of 187 tons was launched from the yard of William Wallace & Co. for Captain Wedgewood of Workington

CJ 955, 8 February 1817

870. Shipbuilding at Workington

On Thursday week a copper bottomed vessel called Apollo of 153 tons was launched from the yard of William Wallace & Co.

CJ 966, 26 April 1817

871. Shipbuilding at Workington

Yesterday week a vessel called William Watts of 206 tons was launched from the yard of Kelsick Wood, Peile, & Co..

CJ 966, 26 April 1817

872. Shipbuilding at Maryport

Yesterday week a copper bottomed vessel called Retrench of 360 tons was launched from the yard of John Peat, & Co..

CJ 968, 10 May 1817

873. Shipbuilding at Whitehaven

Yesterday week a vessel called Constellation was launched from the yard of J & T Brocklebank..

CJ 976, 5 July 1817

874. Shipbuilding at Workington

On the 28th ult a vessel called John Bull of 206 tons was launched from the yard of Kelsick Wood, Peile, & Co. for the foreign trade.

CJ 977, 12 July 1817

875. Shipbuilding at Whitehaven

On Wednesday week a copper bottomed ship called *Barclay* was launched from the yard of Messrs. Bowes & Co...

CJ 985, 6 September 1817

876. Shipbuilding at Workington

On the 11th inst. a vessel called *Courier* of 132 tons was launched from the yard of Kelsick Wood, & Co..

CJ 987, 20 September 1817

877. Shipbuilding at Maryport

On Saturday last a copper bottomed vessel called *Betsy* was launched from the yard of Isaac Middleton & Co. for captain Smith in the foreign trade

CJ 991, 18 October 1817

878. Shipbuilding at Workington

On Saturday last a copper bottomed vessel called *Bridget* of 213 tons was launched from the yard of Michael Falcon

CJ 991, 18 October 1817

879. Shipbuilding at Harrington

On Saturday last a copper bottomed vessel called *Martha* of 200 tons was launched from the yard of W Peile, Wood, & Co. for Captain John Moordaff in the foreign trade

CJ 993, 1 November 1817

880. Shipbuilding at Whitehaven

Last week a vessel called *Matilda* was launched to be a constant trader between Whitehaven and Miramichi

CJ 1008 14 February 1818

881. Shipbuilding at Workington

On Monday last a copper bottomed vessel called *Liddle* of 188 tons was

launched from the yard of William Wallace & Co. for Robert Carlyle Liddle

CJ 1010, 28 February 1818

882. Shipbuilding at Maryport

On Tuesday last a vessel called *Collins* was launched from the yard of Ashbridge & Co. for Captain William Asbridge in the foreign trade

CJ 1014, 28 March 1818

883. Shipbuilding at Whitehaven

On Monday a vessel called *Jessy* was launched from the yard of Harrison & Co. She is expected to proceed to Montreal and Quebec immediately

CJ 1019, 9 May 1818

884. Shipbuilding at Harrington

Last week a vessel called *Ann* of 130 tons was launched from the yard of Peile, Wood, & Co.

CJ 1022, 30 May 1818

885. Shipbuilding at ?

On Wednesday last a brig called *Claremont* of 216 tons was launched from the yard of K. Wood & Co. for Captain Tolson of Whitehaven

CJ 1023, 6 June 1818

886. Weaving in Dalston

Insolvency of Joseph Beck late of Nook Lane

CJ 1038, 19 September 1818

887. Shipbuilding at Harrington

Last week a copper bottomed vessel called *Watson* of 248 tons was launched from the yard of Key, Carr, & Co.

CJ 1041, 10 October 1818

888. Brewery in Penrith

The New Brewery in Penrith advertised to be sold: (i) the substantial freehold buildings include granaries, malt houses, brew houses, cellars, a dwelling house, and two stables, wherein has been carried on a profitable ale brewery for thirty years, (ii) all the boilers, working tuns, cisterns, malt mill, casks, stillages, gantries, etc. (iii) a detached, new, substantial, commodious, freehold, stone building used as a malt manufactory properly divided and arranged for that purpose and adjoining a small yard, (iv) 18 acres and four perches of land on Penrith Fell
CJ 1042, 17 October 1818

889. Coach and harness making at Kendal

James M'Naught returns thanks for past support. He has all kinds of fashionable gigs made on the neatest and newest principles, four wheeled patent carriages with or without perches, landaus, landaulets, and all sorts of open work for sale
CJ 1042, 17 October 1818

890. Cotton spinning at Warwick

Ten mule spinners, a card master, two rovers, and a few large useful families wanted, none but regular people of good character need apply. To such constant work and every encouragement will be given. Apply to Peter Dixon & Sons
CJ 1042, 17 October 1818

891. Shipbuilding at Harrington

On Wednesday week a copper bottomed schooner called *Cherub* of 133 tons was launched from the yard

of W. Peile, Wood, & Co. for Captain Winder in the Mediterranean trade
CJ 1043, 24 October 1818

892. Shipbuilding at Workington

On Thursday week a vessel called *Elizabeth* of 112 tons was launched from the yard of W. W. Wallace, & Co.
CJ 1045, 7 November 1818

893. Shipbuilding at Maryport

On Saturday last a copper bottomed vessel called *Emerald* was launched from the yard of Mr. Middleton, & Co.
CJ 1049, 5 December 1818

894. Shipbuilding at Maryport

On Saturday last a copper bottomed vessel called *Congress* was launched from the yard of Mr. Peat, & Co.
CJ 1049, 5 December 1818

895. Tanning at Temple Sowerby

Insolvency of Joseph Mann
CJ 1050, 12 December 1818

896. Denton Mill at Nether Denton

Insolvency of John Milburn
CJ 1050, 12 December 1818

897. Cotton manufacture at Dalston

Insolvency of John Atkinson
CJ 1054, 19 January 1819

898. Shipbuilding at Workington

On Thursday last vessel called *George Symes* was launched
CJ 1058, 16 February 1819

899. Shipbuilding at Workington

On Saturday last a copper bottomed brig called *William Black* was launched from the yard of William Wallace & Co
CJ 1060, 20 February 1819

900. Shipbuilding at Maryport

A vessel called *William* was launched
CJ 1062, 6 March 1819

901. Weaving in Catcoates, Carlisle

Two leasehold dwelling houses and a garden in Caldewgate with a frontage of 16 yards and a depth of 60 yards and a freehold dwelling house, weaving shops and garden 48 yards by 42 yards to the rivulet.
CJ 1063, 13 March 1819

902. Shipbuilding at ?

A vessel called *Nimble* was launched
CJ 1066, 3 April 1819

903. Woollen manufacture on Patterdale

Carding machinery and utensils advertised to be sold
CJ 1074, 29 May 1819

904. Shipbuilding at Whitehaven

Yesterday ship of 55 tons called *Sarah* was launched from the yard of Wilson, Walker & Co. for Messrs Wilson and J Dickinson
CJ 1074, 29 May 1819

905. Shipbuilding at Workington

On Saturday a brig of 150 tons called *Sprightly* was launched from the yard of Peile, Wood & Co.
CJ 1079, 3 July 1819

906. Shipbuilding at Workington

On Saturday last a copper bottomed brig of 117 tons called *Glaiton* was launched from the yard of K. Wood & Co. for Captain Harding, RN
CJ 1081, 17 July 1819

907. Shipbuilding at Whitehaven

Last week a brig of 170 tons called *Santon* was launched from the yard of J & T Brocklebank for captain Gaitskell on the foreign trade
CJ 1082, 24 July 1819

908. Shipbuilding at Workington

A copper bottomed vessel of 103 tons called *Alicia* was launched from the yard of Kelsick Wood & Co. for Captain Shuttleworth
CJ 1087, 27 August 1819

909. Shipbuilding at Maryport

On Saturday last a coppered brig of 223 tons called *Hannah* was launched from the yard of Peat & Co. for Captain Newby in the West India trade
CJ 1089, 11 September 1819

910. Shipbuilding at Whitehaven

On Thursday the 21st at 11AM a copper fastened ship called *Perseverance* intended for the East India trade was launched from the yard of Messrs Brocklebank. She made a most excellent launch into the sea at nearly high water, to the gratification of an immense multitude of spectators-ten thousand people were calculated to be present
CJ 1091, 25 September 1819

911. Shipbuilding at Whitehaven

On Thursday last a vessel called *Diana* was launched from the yard of W Bowes & Co. CJ 1096, 30 October 1819

912. Shipbuilding at Maryport

On Tuesday last a copper bottomed vessel of 210 tons called *Elizabeth* was launched from the yard of Middleton & Co. for Captain Thomas Pearson
CJ 1097, 6 November 1819

913. Shipbuilding at Harrington

On Saturday a copper fastened schooner of 80 tons called *Robert Lov?ey* was launched from the yard of W. Peile, Wood, & Co. CJ 1100, 27 November 1819

914. Shipbuilding at Whitehaven

On Monday a coppered and copper fastened vessel of 300 tons called *Mary* was launched from the yard of Henry Fisher & Co. for the West India trade
CJ 1102, 11 December 1819

915. Shipbuilding at Maryport

On Saturday last a vessel of 156 tons called *Quebec Packet* was launched from the yard of Key, Carr, & Co. for Captain Dickburn in the Quebec trade
CJ 1106, 8 January 1820

916. Shipbuilding at Harrington

On Monday last a vessel called *Turners* was launched from the yard of Wood, & Co. for Captain Leader in the West India trade
CJ 1108, 22 January 1820

917. Shipbuilding at ?

Yesterday week a smack of 63 tons called *Favourite* was launched from the yard of M'Clellan, Kelton, & Co. for the coasting trade
CJ 1125, 20 May 1820

918. Shipbuilding at Whitehaven

On Monday a brig called *Smyrna* was launched from the yard of Whiteside, & Co. CJ 1128, 10 June 1820

919. Shipbuilding at Whitehaven

On Monday a brig called *Candidate* was launched from the yard of T & J Brocklebank for the West India trade.
CJ 1131, 1 July 1820

920. Low Ling lime quarries at Westward

Advertised to be let
CJ 1143, 7 October 1820

921. Iron and brass foundry at ?

Wanted a moulder capable of undertaking the place of foreman
CJ 1150, 25 November 1820

922. Skin yard at Brampton

Advertised to be let
CJ 1198, 27 October 1821

923. Shipbuilding at Maryport

On Saturday last a vessel called *Hotspur* was launched from the yard of Wood & Co. for Captain Bragg.
CJ 1203, 17 November 1821

924. Shipbuilding at Whitehaven

On Wednesday week a vessel of 184 tons called *Atlanta* was launched from the yard of Wilson, Walker & Co. .
CJ 1221, 3 April 1822

925. Shipbuilding at Maryport

On Wednesday week a vessel of 30 tons was landed at the yard of Wood & Co. for repair using tackle only.
CJ 1221, 3 April 1822

926. Shipbuilding at Harrington

Last week a vessel called Jessie of 215 tons was launched from the yard of Key, Carr & Co.
CJ 1229, 1 June 1822

927. Shipbuilding at Harrington

Last week a copper bottomed vessel called Monarch of 230 tons was launched from the yard of Peile, Wood, & Co.
CJ 1229, 1 June 1822

928. Shipbuilding at Whitehaven

A brig called *defiance* of 165 tons was launched from the yard of Whiteside & Scott for the Jamaica trade
CJ 1298, 29 September 1823

929. Shipbuilding at Whitehaven

A vessel called *Emerald* of 193 tons was launched from the yard of Wilson, Walker & Co.
CJ 1301, 18 October 1823

930. Shipbuilding at Whitehaven

A brig called *Andes* of 216 tons was launched from the yard of T & J Brocklebank for the south Atlantic trade
CJ 1302, 25 October 1823

931. Shipbuilding at Workington

A brig called *Elizabeth* of 203 tons was launched from the yard of Peile & Co
CJ 1302, 25 October 1823

932. Shipbuilding at Ellenborough

On 15 January a vessel called *Lord Ellenborough* of over 30 tons was launched from the yard of J Haston for the coal trade
CJ 1315, 24 January 1824

933. Shipbuilding at Workington

A copper bottomed vessel called *Mary* of 198 tons was launched from the yard of Mr Falcon for Captain John Lee
CJ 1315, 24 January 1824

934. Shipbuilding at Workington

On Tuesday last a copper bottomed vessel called *Mary* of 280 tons was launched from the yard of William Wallace & Co. for Captain Stark of Clifton
CJ 1317, 7 February 1824

935. Shipbuilding at Maryport

On Monday a sloop called *Ann* of 50 tons was launched from the yard of Kelsick Wood & Co. for Captain Glaister to use in the Liverpool trade
CJ 1321, 6 March 1824

936. Shipbuilding at Whitehaven

A vessel called *Pacific* of 180 tons was launched from the yard of Wilson, Walker, Co. for the Quebec trade
CJ 1324, 27 March 1824

937. Shipbuilding at Workington

On Saturday a vessel called *Nymph* of 115 tons was launched from the yard of Peile & Co.
CJ 1326, 10 April 1824

938. Shipbuilding at Harrington

On 14 April a vessel called *Susannah* of 142 tons was launched from the yard of William Peile & Co. for Captain William Birkett of Whitehaven
CJ 1317, 7 February 1824

939. Shipbuilding at Whitehaven

On Monday a vessel called *Whitehaven* of 203 tons was launched from the yard of T & J Brocklebank. for the South American trade
CJ 1330, 8 May 1824

940. Shipbuilding at Maryport

On Thursday a copper bottomed brig called *Corsair* of 231 tons was launched from the yard of Thomas Peat & Co. for Captain Robinson
CJ 1332, 22 May 1824

941. Shipbuilding at Workington

On Saturday a brig called *Grace* of 156 tons was launched from the yard of Thomas Peile & Co. for the coasting trade
CJ 1338, 3 July 1824

942. Shipbuilding at Workington

A copper bottomed vessel called *Edgar* of 229 tons was launched from the yard of William Wallace & Co. for Lt. James Harding
CJ 1343, 7 August 1824

943. Shipbuilding at Maryport

On Tuesday a sloop called *William and Mary* of 35 tons was launched from the yard of Kelsick Wood & Co. for Mr F. Thornton of Maryport
CJ 1345, 21 August 1824

944. Shipbuilding at Harrington

On the twenty fourth a vessel called *Cliti* of 70 tons was launched from the yard of I. Middleton & Co. for Mr Joseph Middleton for use in the coal trade
CJ 1351, 2 October 1824

945. Shipbuilding at Maryport

On Saturday a copper bottomed brig called *Countess of Liverpool* of 132 tons was launched from the yard of I. Middleton & Co. for Captain Henry Jenkinson in the South American trade
CJ 1353, 16 October 1824

946. Shipbuilding at Whitehaven

On the twentieth a brig called *Manchester* of 100 tons was launched from the yard of T & J Brocklebank & Co. for the south American trade
CJ 1359, 27 November 1824

947. Shipbuilding at Whitehaven

On the twenty-third a schooner called *Bransty* of 130 tons was launched from the yard of T & J Brocklebank & Co. for the south American trade
CJ 1360, 4 December 1824

948. Shipbuilding at Maryport

A schooner called *Margaret* of 50 tons was launched from the yard of Andrew Green. for the coasting trade
CJ 1366, 15 January 1825

949. Shipbuilding at Maryport

A copper bottomed brig called *Frances Watson* of 333 tons designed for the New Orleans trade was launched from the yard of Kelsick Wood & Son for Messrs Wood and Watson of Liverpool
CJ 1370, 12 February 1825

950. Shipbuilding at Workington

A copper bottomed brig called *Birkby* of 324 tons was launched from the yard of Michael Fallon for Thomas Scaife & Co of Liverpool
CJ 1370, 12 February 1825

951. Shipbuilding at Workington

A copper bottomed vessel called *Clifton* of 314 tons was launched from the yard of W Wallace for Captain J Busby for service in the Quebec trade
CJ 1372, 26 February 1825

952. Shipbuilding at Whitehaven

A brig called *Affleck* of 237 tons was launched from the yard of J Brocklebank for Captain John Fell Busby for service in the West India trade
CJ 1372, 26 February 1825

953. Shipbuilding at Whitehaven

A copper bottomed brig called *Grecian* of 235 tons was launched from the yard of J Brocklebank for Captain Bouch
CJ 1372, 26 February 1825

954. Shipbuilding at Harrington

A vessel called *Christian* of 259 tons was launched from the yard of Peile, Wood, & Co for Captain John Christian of Maryport
CJ 1374, 12 March 1825

955. Shipbuilding at Maryport

A vessel called *General Bolivar* of 43 tons was launched from the yard of K Wood & Sons.

CJ 1381, 30 April 1825

956. Shipbuilding at Whitehaven

A brig called *George Bentink* of 166 tons was launched from the yard of Whiteside, Scott & Co. for Peile, Young husband & Co.
CJ 1381, 30 April 1825

957. Shipbuilding at Maryport

A copper bottomed vessel called *Margaret* of 227 tons was launched from the yard of I. Middleton & Co. for Captain Brown
CJ 1383, 14 May 1825

958. Shipbuilding at Maryport

A schooner called *Linnet* of 90 tons was launched from the yard of Peat & Co. CJ 1386, 4 June 1825

959. Shipbuilding at Workington

A copper bottomed brig called *Bolina* was launched from the yard of W Wallace & Co. for Captain Thompson
CJ 1395, 6 August 1825

960. Shipbuilding at Workington

A schooner called *John Metcalf* was launched from the yard of Peile & Co.
CJ 1409, 22 October 1825

961. Shipbuilding at Workington

A sloop called *Allonby* of 24 tons was launched at Allonby for Mr Scott
CJ 1395, 6 August 1825

THE STARTING OF HODBARROW MINE.

The following appear recently on a mining history e-mail list and the author has agreed for the publication in the Bulletin

I have just come across the following passage in a book on one of my ancestors that may be of interest to Cumberland iron ore researchers. I have no idea if the story is already well known - my apologies if it is. The book is probably a limited edition for family members. It refers to the origins of the Hodbarrow mine.

Tim Colman

William Sprowston Caine 1842-1903

His prevailing characteristics were those of a rather, rigid, yet upright, just, and even generous man, forceful and pushing, with a touch of brusqueness in his manner, some of which qualities he handed down to his more distinguished son. As an employer he inspired absolute confidence in the minds of his employees, who thoroughly believed in his integrity and fairness; a happy experience repeated in the life of the subject of this memoir. Both father and son, by personal intervention, prevented threatened strikes among the miners of Cumberland.

In conjunction with Mr. John Barratt, who hailed from Cornwall, and one or two others, he secured a long lease from Lord Lonsdale of the Hodbarrow Iron-Ore Mine, Millom, Cumberland, which proved to be a most lucrative investment, and shares in which are still held by the family.

The story of the development of this mine, as related to me by a contemporary of Mr. N. Caine's, is too interesting to be omitted. Somewhere about the year 1860," my informant says, "I had reason to call at his (Mr. N. Caine's) office. I found him perched on a high stool at a high desk, with a great map or plan before him. Turning and seeing me, he called, Come in, S--, and I will tell you the Hodbarrow story.

My correspondent continues: The plan was the surface plan of the great Hodbarrow Hematite Iron-Ore Mine. He had gone the north journey" (travelling for his own firm, as he occasionally did), and was dining with a friend at Ulverstone, I think. After dinner his friend told him that a customer was owing him a large sum, and that the only Security he had was the deposit of a mining lease of land, that all the money lent had been spent in searching for ore and none had been found, and now he wanted more money, and the friend asked, 'What shall I do? Give me your advice'.

Mr. Caine said, 'Lend no more. If he wins ore he makes a fortune, and you get small interest on your loan. If he fails to win ore you lose all you have advanced. Now, tell him he must make a company, he taking half, you and your friends who find the money the other half, and I will take a quarter of the whole'. So the thing was arranged, and Nathaniel Caine became a director . Then began research. The first bore-hole went through 8 inches of ore. They went from left to right, and hole after hole found 8 to 12

inches of ore only. Then they bored at right angles to the line of these holes, and they got 10, 20, 40, and at last 52 feet of solid ore. On an expenditure of £10,000 fabulous wealth was gained in the great boom years of 1872-74. Mr. Caine's share was very large indeed."

By John Newton. Published by James Nisbet, London. 1907

A LANCASHIRE FORGE

A member who had seen an industrial archaeology trip to Sweden advertised had noticed that there was an intended visit to a 'Lancashire Forge' and asked if anyone could supply details.

Good old Wikipedia came up with the following answer (edited)

A Lancashire hearth was used to 'fine' pig iron, removing carbon to produce wrought iron. Up until the early 19th century this had always been carried out in finery forge using charcoal as a fuel. But it became obsolete with the development of the puddling process using coal as a fuel.

At this time Sweden was a major producer of iron and steel but they came under competition from the puddling process, but they were unable to introduce it due to no coal in Sweden.

Gustav Ekman visited a number of forges in Wales and also near Ulverston probably Newlands furnace. Where he saw a closed furnace in use. On return to Sweden he built similar forges at Dormsjo and Soderfos. By 1887 Sweden had 406 hearths making 210,500 tons of iron.

The Swedish Lancashire hearth consisted of a rectangular closed furnace with a 8 metre high chimney at one end and a working hearth proper at the other end. Pig iron was charged through a door at the foot of the chimney and stacked on an iron-clad bridge so it could be heated by waste gasses from the hearth. The hearth was blown through a single water cooled tuyere with pre-heated air. The hearth consisted of a rectangular box of iron plates, the bottom one being water cooled. Surplus slag was removed between finings with a shovel. The pig stacked on the bridge at the back of the furnace was pulled forward with a hook and charcoal added and the blast turned on. When the pig iron began to melt, rabelling began using two iron bars to stir iron. When complete the iron was formed into a lump and taken to the shingling hammer.

RECENT ARCHIVE DEPOSITS

Barrow archive Office has recently received a deposit from the Newton Mining Company which contains a number of plans showing shafts at Antycross Mine, West Newton Mine and Yarlside mine in 1926.

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ENTRANCE TO CAPLECLEUGH LEVEL NENTHEAD

