

The Preston Magazine



Issue 2

Pedestrianism in Preston

The Black Horse

A Preston Lad

Preston Regatta

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Welcome

Welcome to our 2nd edition of The Preston Magazine which we hope is being enjoyed, please let us know. We intend to produce our free magazine monthly, which will contain history articles relating to Preston.

A big thankyou for our advertisers, without them we could not produce this magazine. Please support them whenever you can.

Our thanks to Priory Sports and Technology College for their help and support in the production of our magazine. A link on their website's community pages allows you to read all issues online, as well as our sister magazine, The Penwortham Magazine. www.priory.lancs.sch.uk you can also access The Preston Magazine via www.blogpreston.co.uk

Many thanks to our guest writers, Steve Halliwell, Peter Vickers, Paul D. Swarbrick and Robert Gregson.

Should you require a copy each month please contact us. We are looking for images and memories relating to Preston, please send them to us.

The Preston flag seen on the front of the magazine was designed by Philip Tibbets, copyright has been waived to allow it to be used by anyone. Take a look at the Preston groups on Flickr, there are thousands of images, old and new.

Regards

Heather

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Pedestrianism in Preston

FOOT RACE – A foot race took place on Monday evening last, about seven o'clock near Shaw Green, in Fulwood, between Mr John Clayton, butcher, and Mr John Lowe, clerk, two young aspirants for pedestrian honours. The distance run was 100 yards, which was accomplished under 12 seconds, the race, which was uncommonly well contested, was won by Clayton, by about a yard. We understand they are matched again.

Preston Chronicle, May 6th, 1848.

PEDESTRIANISM – The celebrated pedestrian, 'Tim Ingham' of this town, is matched for a wager of £50 to walk from Preston to Kendal and back, a distance of 88 miles, in one day. The task is to be performed in the course of three months, the choice of day to be left to the pedestrian.

Preston Chronicle, October 5th, 1850.

WALKING MATCH AT MR DENT'S – On Monday next, Mr W. Gale, the celebrated pedestrian of London, 'Champion of England' will commence the Herculean feat of walking 2000 miles in 1000 hours, a mile every half hour, on Mr Dent's bowling green.

Preston Chronicle, September 3rd, 1853.

THE GREAT FEAT OF WALKING 2,000 MILES IN 1,000 HOURS - was commenced on Monday last, at one o'clock in the afternoon, at Mr Dent's, The Bowling Green Inn, Ribbleside. Tomorrow evening at seven o'clock, this extraordinary pedestrian, William Gale, who is only about twenty one years of age, will have completed 300 miles. He had on several previous occasions performed some wonderful feats of pedestrianism. Gale is at present in possession of the champion's belt, and is open, we believe, to walk any man in the world for £100 or £500 aside. In order that no deception may be practised, Mr Dent has granted a free admission, from eleven o'clock at night till six in the morning, to all parties, who may be at all distrustful of the genuineness of the performance.

Preston Chronicle, September 10th, 1853.

EXTRAORDINARY FEAT OF PEDESTRIANISM- The little sporting world in this locality was on Monday last a good deal excited by a contest in pedestrianism being decided on that day. Mr Thomas Breakall, farmer, of Broughton, was for many years a neighbour of Mr Thomas Blackburn, farmer, and formerly a gamekeeper at Howick, and it appeared that there had often been between the two a vast amount of 'chaffing' as to their comparative pedestrian powers, and many a time within the last thirty years, challenges have been given and accepted for a walking match, but, until now, with no result. The match has, however, come off at last, it having been agreed between the two, to walk from Preston to Whitewell and back, a distance of 36 miles. As the object was a friendly rivalry rather than to make a sportsman's book, the wager was only £2 a side, £1 of which was staked on the 22nd ult., and the second pound on Saturday last, with Mr Harrison, of the New Legs of Man Inn, who was also the Umpire. The age of the pedestrians gave most interest to the affair, Mr Breakall being above 72 years of age and Mr Blackburn having seen 62 birthdays. Their appearance is in striking contrast. Mr Breakall is a thin man, and weighs barely eight stones; while his competitor is of stout, burly, John Bull proportions, and at least double that weight. To be continued next month ...

Preston Chronicle, Oct. 6th, 1855.

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Part Two of pub historian
Steve Halliwell's tour of
the city centre.

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The Black Horse Hotel, Friargate.

This month we are taking a look at the characterful public house, the Black Horse Hotel, standing at the corner of Orchard Street. There's been a pub of that name on the site since long before the formation of Orchard Street, entrance being gained through a narrow passage, Black Horse Yard that still exists. The passage has had a number of names over the years, including Lowthian Street, and Plant's Court. Many of Preston's older residents will recall using the short-cut, through the large Hippodrome foyer from Friargate, and from thence up Lowthian Street to Starch House Square. It is one of the few premises in Preston that has an entrance from three streets, and therefore a potential for three postal addresses.

The current hotel, which is an ornate, three-storey building with a small balcony, was rebuilt in 1898. Many of the features internally are just as they were in that year, including the fixed seating in the two front Smoke Rooms (no smoking allowed!), The tour-de-force of the Black Horse is the semi-circular bar, and the bar which is accessed immediately from Orchard Street, is the prime reason why the hotel is Grade II Listed. The whole of the interior flooring is of mosaic tiles, which set off the wonderful, green and cream tiled bar-counter, of which there are only another nineteen examples in the whole country. Examples of deeply etched and stained glass panels and windows are plentiful, and the whole is a pleasurable experience for the discerning visitor.

Many readers may remember "Peter's Bar" on the first floor, although not many knew the reason for the name. It goes back to almost the time when the Black Horse was rebuilt, when one of the early landlords was John.S Peters. Who'd have thought it? Plans are afoot to restore it to full use have materialised, and it is to be called "The Hippodrome Bar".

1797 was the earliest date encountered for the Black Horse, when George Sims the Younger sold the premises to James Gregson of Walton-le-dale, a cotton manufacturer, and the landlord, Thomas Holmes was the incumbent who came with the sale. A lot has happened over the years since then, but it has always maintained an air of respectability, and could never have been compared to many of the less respectable taverns and beer houses of its day.

Today, the Black Horse has a new man at the helm. Graham Rowson, an immensely experienced operator, together with his wife Angela, who have taken over at a time when many public houses are feeling the pressures of the economic climate, and have overseen many expensive modifications and other improvements in their first few months.

Pay them a visit soon, and get a very pleasant surprise.

Visit also: <http://pubsinpreston.blogspot.com> for details of this and over 750 other inns, taverns and beer-houses that have existed in Preston over the last three hundred years.

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A Preston Lad by Arthur Eric Crook

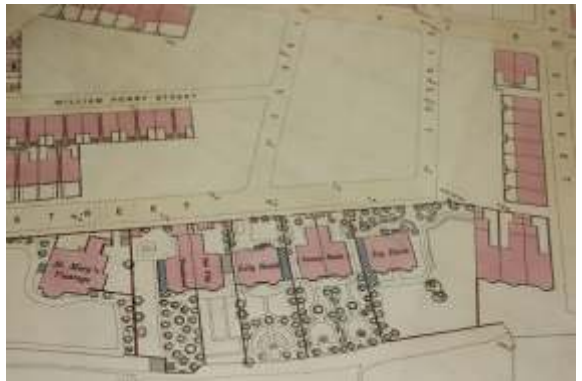
The year 1917 which saw my advent into the world, suffered a terrible epidemic of an influenza virus, which decimated the population of the country. It accounted for more lives lost, than the amount of people who killed in The Great War (World War I). At least I for one survived the holocaust. I was born an illegitimate child and taken or given up, from my mother and adopted a few weeks later by a good if somewhat strict lady called Esther Brown and taken to live with her at No. 9 Dewhurst Row, in Bamber Bridge, or more strictly Cuerden. A single row of houses, numbered one to thirty three, built by a Mr Dewhurst for his workers, whose cotton factory ran down the opposite side of the street.

All went well here, I lived an idyllic life, until I reached seven years of age, then disaster struck. It must have been well into the night and everyone was abed. I was suddenly awoke by a queer inarticulate sound and then a crash. I screamed, I thought I was having a nightmare, and I was, a real life one. Mum Brown had somehow tumbled out of bed, and was lying prone on the floor giving low moans of distress. I jumped out of bed and tried to pick her up. My feet were wet through, she had weed on the floor. The Thornley's (father and son lodgers) aroused by the commotion and my scream, came in and got her back on the bed. Then Mr Thornley sent his son to fetch the doctor, he ran to the manager's house, Oldfield House, at the top of the street and he phoned for the GP.

The doctor wasn't long, examined her and ordered an ambulance. Eventually it arrived, an ex-army job, with just a canvas blind at the back, no doors. It had a red cross on each side. Mum was stretchered in and after a discussion between the medical men I was put in as well. We were taken to Eaves Lane Hospital in Chorley. Ma Brown had suffered a stroke. I spent all night there, when the morning came I was given a dressing gown and packed off to an orphanage somewhere. When it was discovered I was Preston born, I was transferred to a cottage home in Preston – the name Ivy Bank, 234 Brockholes View, has been indelibly stamped on my heart ever since. I never saw my adopted mother again for another four years, under which conditions I will write later.

Ivy Bank Home for Boys, next to it stood Sunny Bank, home for Girls.

For the next seven years I went through hell, vilified, defamed, beatings and degradation, at the hands of a monstrous parody of a woman called Miss Hall, forty-oddish, well-made, brawny, who I am certain had religious mania, and lived by her beliefs. An eye for an eye, a tooth for a tooth, and you must beat the devil out of little boys.



More next month

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The Summer Beauty of the Parks (Part 2)

Everything looks fresh and green and trim in Avenham Park. Where is there another such open space, or immense lawn, with thick, well-grown green-sward, forming a recreation area for children, where they can romp to their hearts content. Surrounding this magnificent stretch of lawn, is a variety of thorns, lilacs and other flowering plants, some just assuming their summer garb, others in full flower. The valley altogether – with its many interesting and delightful vistas, and with the Ribble forever rippling towards the sea, forms a picture not soon forgotten by even the most careless of observers. In addition to these two charming gardens at Avenham, we only have to stroll a mile to the northward when we reach Moor Park, which in its distinctive features, is every whit as enjoyable resort as are the parks on the south of the town. There are here winding, undulating walks, through richly fragrant shrubberies, and broad stretches of greensward, which provide the means of recreation for many thousands of youths. Near the cricket ground - which will soon have to be extended – there are well kept bowling greens, and not far away swings for boys and girls. The keen appreciation of these various means of enjoyment by old and young is beyond doubt, and must be very satisfactory to the Parks Committee.

Let us hope they may soon see their way to repeat this in other parts of the town. In addition to these attractions there are two main roads running parallel from end to end of the park, providing a mile and a half for cyclists, and almost any day wheelmen may be counted by the scores. On a fine day a walk round Moor Park is most exhilarating, and it is made all the more enjoyable by the distant views of the Longridge and Bleasdale Fells. Formerly plant life was fairly precarious owing to the proximity of the brick kilns, but the conditions have improved, and there are still many beautiful specimens of foliage and flowering plants. A visit to the parks ought to occupy a prominent place in the programme of all who, during the ensuing week, will have a well-earned repose from labour.

Preston Guardian,
June 4th, 1892.





“The Corporation Arms” Lune Street / Wharf Street

Built by the Corporation – hence the name – it had a frontage opposite to the Corn Exchange, and had an eye-witness view of the shooting dead of five mill-striker in 1842, by the militia, at the behest of the Mayor, Samuel Horrocks. Some of the rounds fired that day hit the front of the Corporation Arms, and for those that knew the story were a reminder of the event until the day it was demolished. To the left of the above photograph still stands the frontage of the old Corn Exchange, itself now a public house called “The Assembly” but the footprint of our subject now lies under Ringway, which follows roughly the line of Wharf Street. A memorial to this dreadful event stands outside The Assembly.

A far less known event involving the Corporation Arms occurred in the October of 1853, just eleven years after the above incident. Ironically, this also involved striking mill-workers who had assembled in the pub to collect their weekly stipend allowed by their union. Apparently, a week or two previously, when this branch of the operatives gathered for a similar purpose, they had been allowed to use the large room in the inn, but it had caused so much inconvenience that the landlord decided that they should, on this occasion, use the room above the coach house. The room measured just 25 feet by 20, and adjoining it was another, smaller room, over the gateway or entrance to the yard.

It is believed that there could have been as many as 200 people congregating in the larger room, with the secretary and treasurer of the union in the smaller one. Without the slightest warning, the floor of the crowded room gave way, and the mass of people fell some 12 feet into the room below, one upon the other, an *“inextricable mass of groaning and smothering, and utterly unable to make an effort for their safety or liberation.”* Incredibly, there was just one fatality, but the list of almost fifty injured, some quite seriously, had their respective wounds detailed in the *Preston Chronicle* of the 8th August 1853, from ‘bruised face’ to ‘broken leg’ and ‘fractured thigh,’ to several who were ‘bruised and crushed’ and ‘body injured and crushed’. Eight doctors were named as responders to the call for urgent help that went out, and it is to their credit, it is believed that the fatality count was not considerably higher.

It is believed that the cause of the accident was a beam that had a huge knot in its most central position, and coupled with the fact that it was ill-fitting, and had snapped. With the immense weight they were bearing, the contiguous beams were unable to cope, with the result that the whole floor collapsed, creating a ‘V’ shape in the room below, with the bulk of the bodies of the unfortunate victims caught in it.

From the few details contained in the reports of the above two incidents, I have attempted to recreate the frontage that might have existed prior to the latter event. It can be seen from the above photograph, that the building to the left has been inserted between its two neighbours, and it seems reasonable to assume that part of the building was demolished after the disaster.

For the full story, visit <http://pubsinpreston.blogspot.com>, where you will also find lots of stories and information about 760 other inn, taverns and beer-houses that existed in old Preston.

Steve Halliwell, Pub Historian.



Preston's Past : Preston's 'Old' Town Hall

by Paul D. Swarbrick



Old Town Hall of 1781 - 1862

This is a view from Fishergate of The 'Old' Town Hall of Preston, occupying the site of the present Crystal House, which replaced the former Town Hall of the mid 1800's to 1900's. It is probably not such a recognisable sight to most Prestonians of today as it was built in 1781/82 following the collapse of the ancient Moot Hall on the same site in 1780. The properties seen on the right were later replaced by the Miller Arcade in 1899. Only about half the site between Fishergate and the Market Square, was occupied by the Town Hall, the remainder of the site being taken up by timber framed buildings and the image below shows the rear south side of the Town Hall facing the Market Square, the Town Hall was built at a cost of £700.

The inserted image of the lower photo is that of the original timber framed buildings that were originally standing on the vacant site. The triple-eaved building in the centre was built for Anne and John Jenkinson, and completed in 1629. I am sure you will agree they look most splendid and grace the Square magnificently. These timber-framed structures were demolished in 1855 when, at that time, no decision had been made, and for some years the council deliberated about what to do with the land. Then in 1862 the remainder of the land was flattened when the Town Hall was demolished to make way for the ill fated Sir George Gilbert Scott's Town Hall, which a lot more Prestonians will be familiar with today.

An interesting fact to note, is that when one of the old Town Hall clocks were removed it was eventually reinstated at Beech Grove Farm, Greenhalgh near Kirkham and remains there today, still in full working order.

Next issue – An insight into Sir George Gilbert Scott's Town Hall.

Most of the images in this series of articles, originally run on Blogpreston, are by courtesy of the brilliant [Preston Digital Archive](#) which is an online archive of images of Preston's past.



The Old Saturday Night Club (2)

The first name on the list was, Mr William Brade, who was a wine merchant in the town, occupying vaults in Church-street, near The Dog Inn, and afterwards in Fishergate, where the Telegraph Office now is. He was for many years steward to the Earl of Derby, for his Preston property, and was clerk of the course at Preston Races. There is a monument to his memory in the south aisle of the parish church of Preston.

Mr Thomas Crane was an ironmonger and cheese dealer, in the Market Place. He was father of Mr Roger Crane, early supporter of Methodism in Preston, and uncle of Mr Samuel Crane, Major in the Royal Preston Volunteers. Mr Roger Abbatt was a quaker, one of the 'obstinate quakers' as the Town Clerk of that day styled them, who, in the day of Corporation exclusiveness gave the governing body much trouble by their resistance to the edicts for preventing non-freemen trading in the town. Mr Abbatt was son of one of the projectors of the original scheme for supplying Preston with water, the 'old Folly' waterworks, and was himself the principle proprietor in that concern. Mr Richard Walton was a woollen draper in Friargate, the elder brother of Mr John Walton, afterwards steward to the Earl of Derby, and Mr Jackson Walton, surgeon. Mr Richard Baines was father of the late Mr Edward Baines, M.P. for Liverpool, and the grandfather of the present Mr E. Baines, M.P. of that Borough. He was formerly in the excise, and it that capacity came to Preston, where he left the government service and began business as a grocer. 'At that day no persons, unless free of the Borough, could commence business in the town, and many prosecutions were instituted by the Corporation of Preston against offenders in this particular. Mr Baines was prosecuted for carrying on business during one month in the year of 1770, and the trial took place at Lancaster Assizes in March 1772. Some memoranda relating to 'Baine's prosecution' appear in Baines's Lancashire, vol. iv., page 342.

The result of the trial was adverse to Mr Baines, and he had consequently to leave Preston, and he commenced business in Walton-le-dale. He was, however, the last person to be prosecuted for invading the exclusive privileges of the free burghers of Preston, and when the Corporation and freemen of Preston adopted a more liberal and enlightened policy and allowed persons whether free or not, to trade in the town, Mr Baines removed back to Preston, where he engaged in the coal trade. He was for some time surveyor of highways for the town, and as such had charge of the first lowering of the brow at the lower end of Fishergate. The ratepayer issued at the close of the work, requested immediate payment of tax, as 'the great job in Fishergate is now completed'. He was for some time steward to the Earl of Derby; his resistance to the Corporation claims would no doubt be recommendation to the Earl's favour, for at the time his Lordship and the Corporation were politically hostile, and the feud arising from the 'great election' not been healed. Mr John Alsop, was a hosier or 'stockinger' as the term then was, and carried on business at the shop now occupied by Messrs. Wilson and Lawson, on the corner of Cheapside, then by many old people called 'Stockingers Nook' He was the uncle of the late Mr Leach, Messrs. Wilson and Lawson's predecessor in the business. During his time, as well as in the time of Mrs Alsop, as stated in the above quotation, the slate on which was written the name of the house where the ale-taster had found the best house was hung behind his shop door.

Mr Thomas Russell was employed in some confidential situation, in the concern of Messrs. Watson and Son, then leading cotton spinners and manufacturers in the town.

To be continued

Preston Chronicle, April 23rd, 1864.

Preston Regatta 1833



The now familiar course of the River Ribble between the Bull Nose at the farthest extent of the Dock and The Bridge Inn on the Leyland Road (recently converted to a children's nursery) is largely man-made. In past years it was a much more open waterway stretching from the base of the Penwortham's Castle Hill, across to Watery Lane to the present location of Page and Taylor's wood yard sweeping around to The Victoria Warehouse, which was at the end of Marsh Lane as can be seen in the illustration from *Hardwick's History of Preston* published in 1857.

In the early 1830's comments were published that noted that "The River Ribble, where it skirts our 'beautiful town', has occasionally been animated by the appearance of a larger number of pleasure boats than has ever been remarked on in former years, and though the channel, excepting during high tides, is by no means favourable for the navigation of vessels of even moderate burthen owing to the sand banks and shallows, the taste for aquatic amusements has evidently been some time been increasing."

To enable such amusements a fund was started, supported by the mayor, and within one week this amounted to £20. Every disposable boat on the river was put in requisition and there was much activity in cleaning, painting and repairing of sails and oars. To benefit the spectators the races were to take place on a stretch of water between Penwortham bridge and Chain caul at Ashton, about two and a half miles below. For the accommodation of the ladies a decked vessel, with a band of music, was hired and stationed opposite the end of Marsh Lane where several sailing races were fixed to terminate.

The morning of the first day of the regatta was ushered in with the firing of several small pieces of cannon placed at the several points of starting and coming in on the banks of the

river. The first race for boats on under 16ft keel started well with the boats heading from the Chain caul to the New Quay, after turned around the marker vessel the boats encountered difficulties as the wind was ahead of them and the tide had turned. The prize was awarded to "*The Dove*" a smart boat from Longton as it had completed the most of the course. Mr Fisher's "*Red Rover*" won the prize of 3 sovereigns for the next race that was for boats of 16 to 30 feet in length. The prevailing conditions prevented the completion of the sailing programme but some rowing races for smaller prizes took place around Penwortham Bridge.

The weather improved for the second day's races with a "Grand Fleet" of all sailing classes gathering at The Chain caul. About twenty-minutes after the coming in of the tide, they went off by signal, with all possible sail set, and made the best of their way up the river to Penwortham-bridge and The Bridge Inn, the first six to receive prizes. A number of persons were congregated at the caul and the whole shore higher up, including the marsh, was lined with dense masses of spectators. Some parties had ascended the warehouses and the fine elevated land that skirts the marshes and from their position obtained a complete view of the whole of the fleet as it sailed in gallant trim, with colours and pendant waving in the breeze. Included in the fleet was "*The Alice*", "*The Corsair*" (which showed a black flag with a "death's head" and marrow bones in the middle), the cutter "*Gipsy*", schooners "*Victory*" and "*Red River*" and following, the smaller "*Dove*", "*Hope*", "*Flora*" and "*Agnes*".

Following the arrival of the fleet the two classes of boats then took part in individual races back to the Crane at the bottom of the Marsh. The fourth race for rowboats was declared the best contest of the whole sports. The boats were less than 16 foot long and were to be pulled by two oars each. The boats started at the foot of Fishergate to conclude at the warehouses at the end of the marsh. Messers Vardy and Walkers "*Corsair*" was the winner. Several other sculling and sailing races followed.

The Marsh and adjacent grounds were enlivened throughout the day by a company, a portion of who were of first respectability and happily not annoyed by the presence of those sharpers and gamblers who so frequently mar the pleasure of the turf. Gigs, cars, carts from the country, and other vehicles were on the ground, and a few gentlemen on horseback. The band continued to play enlivening airs throughout the day. The Regatta Club we find from their announcements, proposed making timely arrangements the following year, for aquatic sports, on a scale commensurate with the liberal patronage that they are induced to anticipate from the kindness with which their present efforts have been regarded by an indulgent public. Extracted from *The Preston Chronicle* 21st September 1833.

Preston Chronicle 27th August 1836 A number of items associated with the Preston Regatta can be seen in the new "Discover Preston" gallery at the Harris Museum.

Pete Vickers

13 **REGATTA.**
THE Public are respectfully informed that a REGATTA will take place on the River Ribble, on MONDAY NEXT, August 29th. The Sailing to commence precisely at half past twelve. The Prizes are a SILVER CUP, for first class Sailing Yachts, 10 tons and under. A SILVER ANCHOR and CABLE for Second Class Sailing Yachts under 15-feet. A Pair of SILVER SKULLS, and SILVER MEDAL, for Rowing. A Miniature GOLD ANCHOR, for Skulling. The BRIDGE INN STAKES, 3 Sovereigns, the gift of Mr. Richard Platt; to be Rowed for by Boats having started for the other Matches. Heats. The United Harmonic Brass Band is engaged for the occasion. The Sailing Matches will start from the Chain Caul, - the Rowing Matches from Penwortham Bridge.

Preston Chronicle, 21st September, 1833

The Early Railway Companies

The Blackburn and Preston Railway

The following letter to the editor of a Preston newspaper explains what was going on at the NU end:

'Since the opening of the Blackburn and Preston Railway, there has been a deal of travelling between here and Preston, but it is an unfortunate affair that we are bound to book at the North Union Station. You have no idea of the want of every common civility, from the officers of that company to the Blackburn passengers. They treat them, if I may use the term, with contempt. What reason they have I know not, and only being a raw recruit, I cannot talk technically, but it is, I hear, something about an amalgamation, or rather, the Blackburn and Preston, not amalgamating with them. Now what have Blackburn and Preston passengers to do with amalgamation ? The North Union are paid their toll for us to pass on their line, and I presume the demand is as much as they can for shame ask; for goodness knows their fares are high enough. There are great complaints hear about this affair, and I often wonder your reporter has never mentioned it, but if you will give insertion to these few lines, if they do no good, I will trouble you again, and 'walk into' a few of the North Union Officers.'

The line took less than two years to build at a cost of £160,000; it was inspected and passed by Captain Coddington on May 30th, 1846 and opened for passengers two days later, on June 1st. The inaugural train comprised first, second and third class carriages, each painted light-blue on the lower part and black on the upper, bearing the motto: Celeritate et Utillitate, which roughly translated means, 'speed and expediency'. The line was opened to goods traffic some 12 months later. Charles Tiplady was on board the first passenger train to Preston and later wrote of the occasion: *'On this day a new era in the history of Blackburn commenced by the opening of the Blackburn and Preston Railway line. The concourse of people witnessing the same was great and was truly gratifying to witness the splendid appearance of the line, carriages etc, I went down to Farington and was highly gratified with the trip.'*

Tragically, Mr Tiplady's eldest son, Charles Lomax Tiplady was fatally injured in the railway disaster at Blackburn Station in 1881.

Continued next month..... Taken from The Lancashire and Yorkshire Railway around Preston written by Bob Gregson. ISBN 9780956518453

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