

BOWDON HISTORY SOCIETY

Vehicle Registrations in Cheshire

High Lawn, Bowdon in Victorian Times

Bowdon's Link with the War Poet Laurence Binyon

The Heald and Hall families

The Origins & Evolution of East Downs Road

Richmond Road, Bowdon



Ian Bryce 2020

BOWDON HISTORY SOCIETY

Bowdon History Society was founded in 1979 and aims to bring local people together to further knowledge of the history of the area through talks, visits, research and publication of an annual journal and occasional papers. Members meet four times a year in an historical local church for talks and we always welcome new members and visitors. More information can be found on the internet.



CONTENTS

Vehicle Registrations in Cheshire.....	4
High Lawn, Bowdon.....	55
Bowdon's Link with the War Poet Laurence Binyon.....	76
The Heald and Hall families.....	82
The Origins and Evolution of East Downs Road.....	88
Richmond Road, Bowdon.....	95

Some of the above have already been published by Bowdon History Society as individual articles.

Frontispiece: *Late 1920s Rolls Royce*

Back cover: *Alderman William Neild, 1789-1864 (Portrait Manchester Town Hall)*

Vehicle Registrations in Cheshire

The **Motor Car Act 1903** came into force on 1 January 1904, and required all vehicles to be entered on an official vehicle register and to carry alphanumeric plates. Its purpose was to enable vehicle owners to be traced in the event of an accident or contravention of law.

The earliest registration marks consisted of a one-or two-letter code followed by a sequence number from 1 to 9999. The code indicated the local authority in whose area the vehicle was registered. In England and Wales these were initially allocated in order of population size (by the 1901 census). Thus the single-letter codes **A**, **B** and **C** indicated respectively London, Lancashire and West Riding of Yorkshire, continuing up to **Y**, which indicated Somerset. Among them were **M** for Cheshire and **N** for Manchester. The second Earl Russell reputedly camped out all night outside the London office to secure the ultimate number **A 1** for his Napier on the morning of Monday 7th December 1903

In some of the original editions of *The Sheaf* in 1984, Alec Okell wrote about some of the early cars in Bowdon. He had obtained from the Records Office at Chester Castle a list of the cars and motorcycles registered there from 14th December 1903 (their opening day) up to 12th June 1912. It shows vehicles registered in Bowdon, Hale and Altrincham and those “of importance” from other areas of Cheshire. Extensive reference was made to this in November 2017 when Craig Horner gave a talk to our society titled *Early Motoring in the North West*. It shows the registration date, number given, name/address of owner, whether car or motorcycle, make/horsepower, body type and colour. The first in the queue was Maurice Egerton of Tatton Hall who obtained **M 1** for his Darracq 24 hp which had a green tonneau body. (Following Lord Egerton's death in 1958 the number was retained by the National Trust up to 2006 when it was famously auctioned off at Goodwood for £331,500 to a businessman Mike McComb who was reported to have bought it

as a 6th birthday present for his son!) Over at Eaton Hall near Chester the second Duke of Westminster registered four cars, but not until Tuesday 29th December, when he acquired a block of numbers from **M 172** to **M 175**.

A total of 70 registrations were issued on that first day, and a number of local people had made the journey to Chester to acquire a low number. The first was Herbert Granville Dyson of *Brook House*, Stockport Road, Timperley, who was allocated **M 7** for his De Dion Bouton. He was followed by John Alfred Morris of *Oak House*, Dunham Road, Altrincham, who obtained **M 8** for his Lanchester. Next came Charles Frost of *Sunnyside*, Langham Road, who was allocated **M 11** for a Vinot et Deguinand and John Frederick Hammond of *Bollinholme*, Timperley with **M 14** for a Talbot (Clement). Samuel Okell (father of Alec) of *Overley*, Langham Road, obtained **M 16** for his James & Browne (which on 6th March 1908 was re-assigned to a Belsize). Later in the day **M 32** was allocated to an Eagle owned by Alexander Gilfillan Hogg of *Tirbracken*, Altrincham (now Dunham Forest Golf and Country Club) , and **M 43** to Frederick Collier of *Haigh Lawn*, St Margaret's Road, for a Clement Talbot. Another resident with a James & Browne was Harold William Smith of *Annstytle*, Ashley Road, Hale, and he was allocated **M 49** for it. The last local vehicle registered on the opening day was a Darracq used (for trade) by Henry Cragg & Sons of 32, Church Street, Altrincham, to which was assigned **M 69**.

During the ensuing weeks many more residents registered their vehicles, among them being a Thomas Vernon of 33 Stamford Road, who was allocated **M 134** for a "petrol car made by himself" and James Grimble Groves who obtained **M 166** for a Deschamps. He was a brewer and Conservative M.P. For Salford South who lived at *Oldfield Hall* (which stood on the land that is now John Leigh Park). Horatio Peter Stanley Wise of *The Hydropathic* (later the Bowdon Hotel) had a "Royal Car". which was given **M 253**. On 18th January 1904, **M 308** was allocated to a Wolseley owned by Kenneth Irwin Crossley, the chairman of Crossley Motors Ltd, manufacturers of high-quality cars, who then lived at *Parkdale* (now the Vegetarian Society) and would subsequently move to Mobberley

New Hall (now Barclay Hall/Sunrise Senior Living) and finally to Combermere Abbey near Whitchurch. He would later become the second Crossley baronet, the first being his father Sir William John Crossley, of *Glenfield*, Highgate Road. Sir William (who was to be Altrincham's Liberal MP from 1906 to 1910) registered firstly in 1904 an "Oldsmobile car" 5½ h.p. (**M 498**) black/maroon with a dog cart body, then a "Crossley car" 30 h.p (**M 594**, which became an ambulance in 1914) and, in 1905, two more Crossleys, a two-cylinder 15 h.p with a red "Roi-des-Belges" (also known as tulip phaeton) body (**M 937**) and a 30 hp green landaulette (**M 938**). His elder brother Francis (Frank) is remembered for having given up a comfortable life in Bowdon to do missionary work in the slums of Ancoats in Manchester.

By 26th August 1904 the numbers had reached **M 612**, and this went to a Royce (10 hp with a red tonneau body with two seats front and two in the back) owned by an engineer Mr (later Sir) Frederick Henry Royce of *Brae Cottage*, Legh Road, Knutsford. According to popular legend, on 4th May that year he had met the Hon. Charles Stewart Rolls at Manchester's Midland Hotel, forming a partnership which was to manufacture "the best car in the world" and create one of its most recognised brands. The list goes on to show that in 1911 there was one local Rolls Royce belonging to William Henry Johnson of *Woodleigh*, Bradgate Road (**M 3646**).

Towards the end of the list is the Countess of Stamford at Dunham Hall with her Talbot Single Landau (**M 3987**) registered on 19th April 1912. Some names make multiple appearances and many of them will be familiar to those well-versed in local and county history. Included are three Green Walk residents (Edward John Sidebotham, George Arthur Wright and Emily Elizabeth Gaddum), William Bromley Davenport of Capesthorne, Lord Tollemarche of Peckforton Castle, Tarporley, Lever Bros. of Port Sunlight (with a fleet of vans), Godfrey William Bonson of Ellesmere Road, Altrincham (who had an "Upholsterer's Float"), William Proctor Pearson of Sale and Frank Brookhouse Dunkerley of Hale.

When a licensing authority reached 9999 for its original code, it

would be issued with a two-letter code next and another one when those were used up. The two-letter codes were allocated on a “first come, first served” basis, so a somewhat haphazard pattern of marks evolved over time. When Cheshire County Council had used up its **M** registrations in 1920, they were followed by **MA** and after that **MB** in 1922, **TU** in 1926 and finally **LG** in 1928. From the outset Chester City Borough Council had been issuing **FM** to issue for vehicles within its own catchment area and these did not run out until June 1936. When all the codes were allocated, Manchester City Borough Council had **N/NA/NB/NC/ND/NE/NF** plus **VM, VR, VU** and **XJ**.

The stock of two-letter registrations gradually ran out and by the 1930s a change was needed. The single-letter codes became obsolete and an extra serial letter was introduced prefixing the two-letter ones, but followed by a maximum of three numbers so that the total characters would not exceed six and the size of the number plates would not need to increase. The serial letter ran in rotation with the numbers so for example Cheshire authority started issuing ALG numbers in November 1932 and reached ALG 999 after four months, after which they issued ones starting AMA for a further five, then AMB for another five, and by ATU for which lasted just three months. Then from April 1934 they successively issued BLG, BMA, BMB, BTU, moving on to CLG in March 1935 and so on through the alphabet up to Y.

When councils had run out of these combinations they reversed the format i.e. with the numbers preceding the letters. Thus in February 1957 when Cheshire had finally used up the numbers starting with Y, it started again with 1 ALG and the entire cycle was repeated. Chester Council had used up its three-letter marks up to YFM in 1955 so was already operating the reverse format. Manchester Council had sufficient combinations to last until late 1962 and did not adopt the three-letter reverse format.

Vehicle numbers were now snowballing, and by the late 1950s and early 1960s councils were again running out of combinations. A new system was the order of the day, and as a temporary measure the

councils continued the reverse format but went back to two-letter codes i.e. with up to four numbers preceding the letters rather than following them. Cheshire reached Y TU again in February 1963 and for the remainder of the year issued numbers ending in **LG** or **TU**. Chester had been issuing marks ending in just **FM** since June 1962. Manchester council started issuing reverse two-letter registrations at the end of 1959 so for a period of almost three years was issuing them in tandem with the original three-letter ones.

The next system went back to the format of three letters followed by numbers but added a seventh character, which would be a letter denoting a 12-month period when it was issued, and which for the first four years coincided exactly with the calendar year. The roll out for this started in 1963, when the busiest authorities issued registration numbers ending with an **A** suffix. Cheshire council adopted the practice in January 1964 when the suffix was changing to **B**. Chester followed in June 1964 as did Manchester in July when it had used up its reverse two-digit marks. The year letter became compulsory nationwide in 1965, when all new vehicles bore numbers ending in **C**.

On 1st October 1974 (when the **N** suffix was in use) there was a complete overhaul and centralisation of the administration of issuing numbers. Responsibility for this was taken away from councils and now centralised with the Department of Transport which issued them via a network of local offices. "County registrations" were now a thing of the past, with the marks now signifying the town or city of the issuing office. One of these was in Chester and it took over the existing five registration marks from the city and county councils, and in addition to them used **CA** and **DM** (which were formerly issued by the councils of Denbighshire and Flintshire respectively). Following the Local Government Act of 1972, Altrincham and Bowdon now fell within the Manchester Metropolitan Borough of Trafford, with the nearest office being in the city. It took over the city council's previous marks (except **XJ** which was discontinued) and another twelve that had been used by those of Lancashire, Salford, Burnley, Bolton, Bury, Rochdale, Oldham and Stockport. Thus it operated a veritable hotchpotch of marks i.e. **BA, BN, BU, CB, DB,**

DK, EN, JA, NA, NB, NC, ND, NE, NF, RJ, TD, TE, VM, VR, VU and WH.

The majority of the registration marks of the early 1900s continued to represent somewhere near their original locations right up to September 2001 when the present system was introduced. Meanwhile when the suffix system ran out following using Y in August 1983, the time-honoured solution of reversing the format was implemented to produce a year prefix system (i.e. year letter/up to three figures/three letters) commencing again with **A**.

The latest system has sufficient combinations to last until 2051 so will outlast all its predecessors. The first two letters are a “local memory code” or “area code” representing a region. For example the letter **D** at the beginning denotes “Deeside” i.e. Chester and Shrewsbury, whereas **M** signifies “Manchester and Merseyside”. There is some logic to it but somehow the numbers no longer catch the eye or convey such a strong sense of local identity. Perhaps it is not surprising that so many motorists choose to personalise their vehicles by purchasing either existing “cherished numbers” from registration dealers or numbers from earlier formats previously withheld by the DVLA.

Photos

M 1



M 1 Lord Egerton (Chris Hill).

M 535



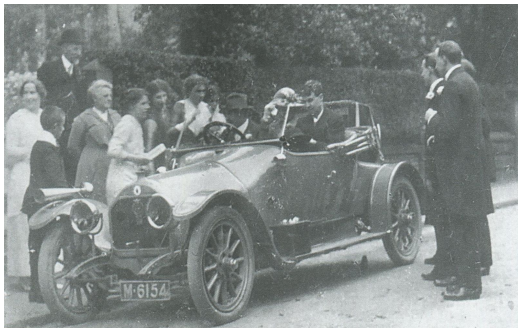
Probably Registration M 535 but could be M 5350 to M 5359 (AAIA).

M 2420



M 2420. The Gaddum family car outside The Priory in Bowdon, The car number M 2420 is an Austin Landaulette registered in 1909. John Henry Gaddum's trunk is on the roof rack (Chris Hill).

M 6154



M 6154. Arthur and Katherine Hill (née Syers) leave the bride's home, Rose Hill Cottage, East Downs Road, Bowdon for their honeymoon after the wedding at Bowdon Church on 20 August 1914. The motor car is possibly a Standard and is being driven by one of the bride's brothers, Alec, who is reputed to have accompanied the couple on their honeymoon. After the First World War, Arthur Hill became a solicitor with a practice in Altrincham called Hill & Co. and in 1929 he became Mayor of Altrincham. (from Bowdon and Dunham Massey).

M 9626



M 9626. (Chris Hill).

ED 4961



ED 4961. The **ED** registration marks were issued by Warrington County Borough Council (AAIA).

TU 8884

TU 8884. *On the front cover. The red-coloured badge of this Rolls Royce signifies that it was a pre-1934 model. (There is a common misconception that the change to a black logo took place because the company was in mourning following the death of Sir Henry Royce. In fact Sir Henry had already made the decision to discontinue the red badge for aesthetic reasons as it clashed with some of the colour schemes). The model pictured is a 20 h.p. Park Limousine which was registered in June 1928, the first owner being a Mrs Isabel Johnston. She was the widow of Henry Garvey Johnston, a scion of the Johnston Shipping Line of Liverpool, and lived at "Bryn Mel," a 30-room mansion on the Isle of Anglesey overlooking the Menai Straits, which had originally been built for Mr William Imrie of the White Star Line.*

NB 5898



NB 5898.

Manchester City Borough Council was issuing NB registrations between May 1919 and August 1920. (From the author's family collection, probably taken about 1926).

N 74



N 74. The Hyde family of brewers had six of the early Manchester 'N' registrations, including **N 74**, which is shown here on two earlier cars, the top one dated 1909 (Mrs Liz Hyde).



HFM 301



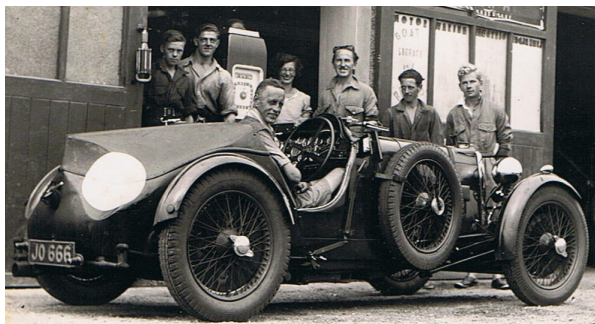
HFM 301. This registration was issued by Chester City Borough Council in 1947. (From the author's family collection).

1900 TU



1900 TU. Bentley Motors Ltd in Crewe have a number of reverse two-letter TU registrations which are used for their press cars. Shown here is 1900 TU on one of their T1 models from the 1960s.

JO 666



JO 666. Harry Killick at Rhosneigr at the Glasson garage (Alan Dalton & Peter Glasson). Not a Cheshire registration number but Harry was a well-known Bowdon character who built his own cars and aeroplanes.

MB 1



MB 1. *Entertainer Max Bygraves had no connection with Cheshire but he owned MB 1 and displayed it on a succession of Rolls Royce models. He turned down several substantial offers for it from Mercedes Benz. Later in life, he moved to Australia and is reported to have sold it to a lottery winner.*

Credits

Alec Okell in Bowdon Sheafs 2 & 3 (1984)

Altrincham Area Image Archive (AAIA).

Bowdon and Dunham Massey, compiled by Bowdon History Society (1999).

Appendix 1 – twentieth century vehicle registration marks in Lancashire and Cheshire, DoT Office 01/10/1974 to 31/08/2001.

<u>Marks</u>	<u>Council to 30/09/1974)</u>	(Ch = Chester, L/p =Liverpool, M/c = Manchester. Pr = Preston)
B	Lancashire	(n/a)
BA	Salford	M/c
BG	Birkenhead	L/p
BN	Bolton	M/c
BU	Oldham	M/c
BV	Blackburn	Pr
CA	(Denbighshire)	Ch
CB	Blackburn	M/c
CK	Preston	Pr
CM	Birkenhead	L/p
CW	Burnley	Pr
DB	Stockport	M/c
DJ	St Helens	L/p
DK	Rochdale	M/c
DM	(Flintshire)	Ch
EC	(Westmorland)	Pr
EK	Wigan	L/p
EM	Bootle	L/p
EN	Bury	M/c
EO	(Barrow-in-Furness)	Pr
FM	Chester	Ch
FR/FV	Blackpool	Pr

FY	Southport	L/p
HF	Wallasey	L/p
HG	Burnley	Pr
JA	Stockport	M/c
JP	Wigan	L/p
K	Liverpool	(n/a)
KA to KD	Liverpool	L/p
KF	Liverpool	L/p
LG	Cheshire	Ch
LV	Liverpool	L/p
M	Cheshire	(n/a)
MA/MB	Cheshire	Ch
N	Manchester	(n/a)
NA to NF	Manchester	M/c
RJ	Salford	M/c
RN	Preston	Pr
TB	Lancashire	L/p
TC	Lancashire	(Bristol)
TD/TE	Lancashire	M/c
TF	Lancashire	(Reading)
TJ	Lancashire	L/p
TU	Cheshire	Ch
VM/VR/VU	Manchester	M/c
WH	Bolton	M/c
WM	Southport	L/p
XJ	Manchester	(n/a)

Appendix 2: Cars & Motorcycles Registered in Cheshire from the First Day of Registration, Dec. 14th 1903

A total of 70 cars & Motorcycles were registered. From that point cars & motorcycles registered in the Bowdon, Hale, Altrincham & close by areas are listed, with Cars, Motorcycles, Taxis, & commercial Vehicles of importance from other areas listed as reached in the Motor Registration Books retained by The Records Office, Chester Castle, Chester. The extraction was carried out by A.L. Okell, 7 Stanhope Rd, Bowdon & covered registrations to the end of Book 7 in June 1912.

The list, that follows contains, as one would expect, the great and the good of the area. They would have had the money, time and inclination to purchase the latest method of travel.

The list includes vehicles for both private and commercial use and with horsepower capacities varying from 1.5 to 45. The makes include many that are familiar to modern ears e.g. Austin, Cadillac, Daimler, Humber, Lancia, Peugeot, Renault, Rover and Wolsely. Ford makes only one appearance, as the Trafford Park factory did not start assembling the Model T until 1911. The body type names originate from coach building and include tonneau (having rear compartment with seats), landau (convertible), landalette (rear passengers covered by convertible top), phaeton (no fixed weather protection), limousine (usually with partition between driver and passenger compartments), and wagonette/dog cart (passenger seats on right and left facing each other, driver on front-facing bench)

I am indebted to David Miller for his help in adding photographs to this paper and for his work in transcribing the list of registrations into a new format, thus making the full contents accessible to all.

Date Reg.	Reg No.	Name & address	Car or Motor cycle	Make	Horse Power	Type of Body	Colour
14/12/ 1903	M.1	Maurice Egerton, Tatton Hall, Tatton Park, Knutsford, Ches.	Car	Darracq	24 hp	Tonneau	Green
-do-	M.2	John Coutts Antrobus, Eaton Hall, Congleton, Ches.	Car	Wolsely	7½ hp	Phaeton	Dk Green
-do-	M.3	John Trevor Dickson, Ningwood, Chester.	Car	Motor Mfg. Co.	8 hp Single Cylinder	Tonneau	Black/Green yellow lines
-do-	M.4	Edgar Leicester Billson, The Lodge, Stanley Rd., Hoylake, Ches.	Car	De Dion Bouton	6hp	2 str Voiturette	Dk Green
-do-	M.5	Donald David Mackerson, Bexton Croft, Knutsford, Ches.	Car	Wolsely No.453	10 hp	Tonneau/ Cabriolet	Dk Green Primrose & Black
-do-	M.6	William Brodie, 29 Hartford Drive, Liscard, Ches.	Motor cycle	"R.J.P." 1902 model Minerva Engine	1½ hp	-----	-----

-do-	M.7	Herbert Granville Dyson, Brook House, Timperley. Ches.	Car	Voiturette De Dion Bouton of Paris	4½ hp	Vis-a-Vis Body	Red
-do-	M. 8	John Alfred Morris, Oak House, Dunham Road, Altrincham, Ches.	Car	Lanchester	16 hp	Tonneau Side Entrance	Dk Green
-do-	M.9	William Edward Rowcliffe, Oakley, Fallowfield, Manchester.	Car	Clement	9 hp	Tonneau	Red
-do-	M.10	Dorothy Lacell Briggs (Miss), The Croft, Dean Row, Wilmslow. Ches.	Car	Oldsmobile	4½ hp	Tonneau	Black & Yellow
-do-	M.11	Charles Frost, Sunnyside, Langham Road, Bowdon, Ches.	Car	Vinot et Deguinand of Paris		Tonneau	Green with Black & Red Lines
-do-	M.12	Francis Frederick Grafton, Barley Grange, Bollington Cross	Car	Wolsely	7½ hp	Siamese Phaeton	Dk Blue, Red Lines.
-do-	M.13	Samuel Holland, Overdale, Sandiway, Ches.	Car	Wolsely	10 hp	Tonneau	Dk Olive Green with Red Lines

-do-	M.14	John Frederick Hammond, "Bollinholme", Timperley, Ches.	Car	Talbot (Clement)	12/16 hp	4 Seater	Cream
-do-	M.15	Harry Marple Lowther, Oaklea, Fulshaw Park, Wilmslow, Ches.	Car	Baby Peugeot	5 hp	2 Seater	Dk Green/ Yell. Wheel
-do-& later 06/03/ 1908	M.16	Samuel Okell, Overley, Langham Road, Bowdon, Ches.	Car Car	James & Browne Belsize	9 hp 30 hp	Tonneau Tonneau Roi de Belge	Claret & Black Rose du Barrie
14/12/ 1903	M.17	Charles MacIver, Beechfield, Heswall, Ches.	Tricycl e	Eagle Tandem	6 hp	-----	-----
-do-	M.18	Charles MacIver, Beechfield, Heswall, Ches.	Car	Argyll	16 hp	Tonneau	Green w. Red Wheels
-do-	M.19	Henry Francis Russell, Vine House, Neston, Ches.	Car	Argyll	8 hp Single Cyl.	Tonneau	Red Chassis & wheels
-do-	M.20	William Pooley Shaw, Prenton Hall, Birkenhead, Ches.	Car	Georges Richard	10 hp	Tonneau	Red & yellow lines & wheels
-do-	M.21	Thomas Henry Whitely, Henshall Cottage, Nantwich, Ch	Car	Rex Coventry	6 hp	small car	Green pckd out Red

-do-	M.22	George Pilkington Dawson, Proton House, Prestbury, Ches.	Car	Panhard	8 hp	Phaeton 3str	Dk Blue. Thin Vermillion Lines
14/12/ 1905	M.23	George Pilkington Dawson, Proton House, Prestbury, Ches	Car	Belsize	15 h.p	Tonneau	Dk Blue. Thin Vermillion Lines
-do-	M.24	Robert Ollershaw, Broad Oak.Queen's Ed., Ashton-on- Mersey, Ches.	Car	Benz Victoria	3½ hp	Victoria	Black with Blue Panels
-do-	M.25	John Cheetham Smith, Charnley House, Hyde, Cheshire	Car	Panhard	7 hp	Tonneau	Dk. Green
-do-	M.26	Robert Unwin Stubbs, Bylands, Weaver St., Winsford, Ches.	Car	Int. Armstrong	8 hp	Tonneau	Red Panels/Blac k moulds, picked Yellow
-do-	M.27	Robert Unwin Stubbs, -do-	Motor cycle	-----	---	-----	-----

-do-	M.28	Samuel Taylor, Rydal Mount, Runcorn, Ches.	Car	Automotor	10 hp	Tonneau	Dk. Green
-do-	M.29	Harold Whitley, 39 Gladstone St., Winsford, Ches.	Motor cycle	Aster Tricycle	---	----	----
-do-	M.30	John William Taylor, The Hollies, Gatley Road, Cheadle, Ches.	Car	Darracq	12 hp	Tonneau	Black/Red wheels
-do-	M.31	William Henry Boasey, Prestbury, Ches.	Motor cycle	De Dion Bouton Tricycle	2¼ h.p	Tonneau	-----
-do-	M.32	Alexander Gilfillan Hogg, Tirbracken, Altrincham, Ches.	Car	Eagle	24 hp	Tonneau	Green
-do-	M.33	Harry Mosely, Fern Lea, Gatley Road, Cheadle, Ches.	Car	Humber	6½ hp	Tonneau	Dk Blue & Black picked with Red
-do-	M.34	Joseph Edward Cook, 115 Mottram Road, Stalybridge, Ch.	Motor cycle	Hew Hudson	---	-----	-----
-do-	M.35	William Haslam Cross, Milton Cottage, Cheadle, Ches	Car	Belsize	12 hp	Tonaeau	Dk Green picked out with Red

-do-	M.36	Joseph Grice, Princess Street, Knutsford, Ches.	Car	De Dion Bouton	8 hp	Tonneau	Red with Black Edges
-do-	M.37	Guy Tritton Dickson, Aston Lodge, Preston Brook, Ches.	Motor cycle	Humber Tri-car	2¾ hp	-----	-----
-do-	M.38	Thomas James Stubbs, Forton Bank, Winsford, Ches.	Car	Darracq	9 hp	Tonneau	Panhard Red
-do-	M.39	Albert Edward Wilcock, The Hollies, Sharston, Northenden, Ches.	Car	Clement Talbot	12 hp	Tonneau	Blue picked out Yellow wheels/Chassis
-do-	M.40	Henry Woolhouse, Fern Acre, Acre Lane, Bramhall, Ches.	Car	Peugeot	6 hp	Tonneau	Blue
-do-	M.41	Robin Macneiledge Adam, 'Eden' 1 Stanley Rd., New Ferry, Ches.	Car	George Richard	10 hp	Torpedo	Red/Black lines.
-do-	M.42	Robert Clay, Sharston Hall, Northenden, Ches.	Car	Napier	15 hp	Tonneau	Green/Yellow lines
-do-	M.43	Frederick Collier, Haigh Lawn, Altrincham, Ches.	Car	Clement Talbot	10 h.p.,	Tonneau	Blue/Red under-carriage

-do-	M.44	William E. Lea, 29 High Street, Runcorn, Ches.	Car	Darracq	6½ hp	Tonneau	Dk Green
-do-	M.45	Charles Robert Moore, 25 Beaufort Avenue, Brooklands, Ches.	Motor cycle	Crypto Tricycle	---	----	----
-do-	M.46	The Neston & Parkgate Hygenic Laundry & Cleaning Co. Ltd, Neston, Ches.	Van	Wolsely Van	10 hp	Van/Trade purposes	Chocolate/ Name each side
-do-	M.47	David Richards, 'Talacres', Upton, Birkenhead, Ches.	Car	Panhard	15 hp	Tonneau	Green picked out primrose
-do-	M.48	Walter Shinwell, The Ridge, Alderley Edge, Ches.	Steam Car	Stanley	4½ hp nom.	Dog Cart body	Dk Blue, Red frame
-do-	M.49	Harold William Smith, Annstyle, Ashley Road. Bowdon. Ches.	Car	James & Browne	9 hp	Tonneau	Dk Green/ lined Red.
-do-	M.50	George Henry Spurrier, Ollerton Lodge, Knutsford, Ches.	Car	De Dion Bouton	8 hp	Tonneau	Dk Green picked out Lt Green & White
-do-	M.51	Edward E.A. Surrldge, Knutsford, Ches.	Car	De Dion Bouton	3½ hp	Phaeton,	Green

-do-	M.52	Peter Holden, 136 Cemetery Road, Crewe, Cbes.	Car	Daimler	6 hp			Green/Yello w wheels
-de-	M.53	Thomas Henry Dixon, "The Clappers", Gresford, Ches.	Car				Dog cart bdyl	Blue/Yellow lines Back varnished
-do-	M.54	Thomas Henry Dixon, -do-	Car	Napier	12 hp		Dog cart bdy;	Blue/Yellow lines Back varnished
-do-	M.55	Edward Ashworth, The Quinta, Alderley Edge, Ches.	2str Steam Car	White	6 nom. hp		Stanhope bdy	Dk Red/Green lines
-do-	M.56	Edward Ashworth, -do-	3str Steam Car	White	6 nom. hp		Stanhope bdy	Dk Red/Green & Black w.Maroon thin lines,
-do-	M.57	Edward Ashworth, -do-	Steam Car	White	10 nom. hp		Tonneau	Dk Green/ Black/Red w.Primrose lines.

-do-	M.58	James Ernest Ashworth, Harefield Hall, Wilmslow, Ches.	Motor cycle	Beeston Humber	2¾ hp	-----	-----
-do-	M.59	Adam Laidlaw, "Woodley", Alderley Edge, Ches.	Car	Daimler	10 hp	Tonneau	Maroon p.o. Red.
14/12/ 1903	M.60	William Hay Leith Cameron, Holly Bank, Chester Road, Macclesfield, Ches,	2str Car	Locomobile	6 hp	2 str	Dk Green
-do-	M.61	-do- -do-	2str Car	Wolsely	5 hp	2 str. w.hood	Yellow & Black/Yello w wheels
-do-	M.62	Frederick Charles Bonnalis, Brookfield, Chester, Ches.	Motor cycle	F.N.	2.hp	-----	-----
-do-	M.63	Henry Seddon, Chadwick Fields, Middlewich, Ches.	Car	Argyll	10 hp	Tonneau	Polished Walnut
-do-	M.64	William Stubbs, Belmont House, Winsford, Ches.	Car	Darracq.	6½ hp	Tonneau	Dk Blue/Lt Blue markings
-do-	M.65	Benjamin Percy Nugent Avery, "Laurel Bank", Grappenhall, Ches.	Car	Eagle	9 hp	Tonneau	Red

-do-	M.66	George Davies, Lake Vale, Alderley Edge, Ches	Steam Car	White	10 hp nom.	Tonneau	Dk Green p.o. Lt Green
-do-	M.67	George Davies, -do-	Car	Wolsely	7½ hp	Tonneau	Black & Primrose
-do-	M.68	Herbert Edward Hyde Harrison, Liverpool Corpn. Waterworks, Bickerton Hall, Nr Malpas, Ches.	Motor cycle	Beeston Humber	1¾ hp	-----	-----
-do-	M.69	Henry Cragg & Sons, 32 Church Street, Altrincham, Ches. (Used for Trade)	Car	Darracq	9 hp	Tonneau	Red with screen glass
-do-	M.70	Henry England, 61 Grosvenor Square, Stalybridge, Ches.	Motorc ycle	New Hudson	---	-----	-----
This was the last received & Registered on the first Day of Registration in Cheshire.							
15/12/ 1903	M.71	Charles Robert Hardman, Casterton, Drummond, Hoylake, Ches	Tri- cycle	Rex by Rex Motor Mfg Co Ltd of Coventry	---	-----	-----
-do-	M.72	Walter Cunliffe, King's Gap Croft, Hoylake, Ches.	Car	Panhard & Levasseur	10 hp	Tonneau	Dk Green p.o. Yellow

-do-	M.76	Philip James Frith, "Ascog", Thetwall, Ches.	Motorcycle	with "Clarendon"	2¾ hp	----	----
-do-	M.79	Charles Herbert Occleston, Holme Lea, Bowdon. Ches.	Motorcycle	Riley (weight 150 lbs)	---	----	----
21/12/ 1903	M.108	Willouby Lake Bayley, Brooklyn, Bowdon, Ches.	Car	Boyer	6 hp 2 str.	2 bucket seats	White p.o. Green
-do-	M110	George Edward Pickering, "Sandborough", Booth Road, Altrincham, Ches.	Car	De Dion Bouton	8 hp	Double Phaeton 2 str.	Dk Green/Yello w
-do-	M.116	Bartholomew Richmond Rowland, Holly Bank. Altrinotham., Ches.	Car (Electric)	"Lonher Porsche" by Lonher & Co, Vienna.	---	Tonneau	Dk. Blue.
-do-	M118	Arthur Sanderson Bleckley, Thetwall Lea, Nr Warrington, Ches.	Car?/Motorcycle?	Eagle Tandem	4½ hp	2 str.	Grey lined Green
-do-	M.131	Arthur Lavington Payne, Manor House, Mobberley, Ches.	Convertible omnibus	Maudsley	25 hp	Omnibus Wagonette	Dk Green & Red

23/12/1903	M. 134	Thomas Vernon, 33 Stamford Road. Altrincham, Ches.	Car	Petrol car made by himself	6 hp	Removable Tonneau	Green p.o.Yellow
-do-	M. 146	British Insulated & Helsby Cables, Helsby, Ches. (For Trade use)	Car	Wolsely	5hp	Tonneau	Claret p.o. Red
-do-	M. 164	Nicolas Kilvert, "Woodcourt". Brooklands, Ches	Car, Electric	Waverley Electric car	3 hp	2 gtr	Black/Yellow w wheels
01/01/1904	M. 166	James Grimble Groves, Oldfield Hall. Altrincham. Ches.	Car	Deschamps	10 hp	Tonneau	Dk Green, Canary Wheels
29/12/1903	M. 172	His Grace The Duke of Westminster, Eaton Hall, Chester, Ches.	Wagonette	Brush Car	20 hp	Wagonette	Varnished Wood colour
-do-	M. 173	-do-	Car	Brush	16hp	Tonneau	Dk Blue p.o.Orange
-do-	M. 174	-do-	Car	"Mors"	16hp	Tonneau	-do-
-do-	M. 175	-do-	Wagonette	Constatt Daimler	6hp	Wagonette	Varnished/Dk Blue
31/12/1903	M. 193	Gilbert Love, Great Budworth Manor Hse, Gt. Budworth, Ch.	Steam Car	Locomotive	5 hp nom	Dog Cart Bdy	Dk Green.

04/01/ 1904	M.227	John Whitehead, Hale Carr, Altrincham, Ches.	Car	Belsize	12 hp	Limousine	Blue/Yellow wheels
-do-	M.232	Robert Allport Brocklebank, West View, Bowdon, Ches.	Steam Car	Miesse	10 hp nom.	Phaeton	Indigo Bue/p.o. Cobalt Blue
05/01/ 1904	M.247	Fodens Ltd., Elworth Works, Sandbach, Ches.	Steam Waggon	Foden 2t 18cwt unladen	---	Flat Platform	Chocolate
06/01/ 1904	M.251	Silver Springs Bleaching & Dyeing Co. Ltd., Congleton, Ches.	Steam Waggon	Foden -do- -do-	---	side boards.	Green/Red band
-do-	M.252	-do-	-do-	-do-	---	Flat Platform	-do-
-do-	M.253	Horatio Peter Stanley Wise, The Hydropathic, Bowdon, Ches.	Car	Royal Car	6 hp	2 Str Phaeton	Green p.o. Red.
09/01/ 1904	M.275	Francis Joseph Lobley, Hawthorn Road, Hale, Nr Altrincham, Ches.	Car	Decanville	9½ hp	Siamese Phaeton	Red & Black.
13/01/ 1904	M.292	Stanley Patten Fairhurst, Parr's Bank House, Altrincham, Ches.	Car	De Dion Boudon	6 hp	2str	Blue

14/01/ 1904	M.296	John Whitehead, Hale Carr, Hale. Altrincham. Ches.	Car	Belsize	15 hp	Tonneau/ loose Head	Green/Yello w wheels
18/01/ 1904	M.308	Kenneth Irwin Crossley, Parkdale. Altrincham, Ches.	Car	Wolsely	7½ hp	Tonneau/ side entrance	Red & Black
08/02/ 1904	M.335	Harold William Smith, Anne Style, Ashley Road, Hale, Bowdon, Ches.	Tri-car	Eagle Tandem 2 str., 1 seat behind other	---	.2 str	Grey
19/02/ 1904	M.356	Charles Herbert Occleston, Holm Lea, Bowdon, Ches.	Car	Wolsely	---	Tonneau	Yellow & Dk Blue
16/03/ 1904	M.397	Willoughby Lake Bayley. Bracklyn. Bowdon. Ches.,	Car	Own Make	12 hp	Tonneau	Grey p.o. Dk Red.
28/03/ 1904	M.427	Thomas Walter Harropp Garstang, Edgemount, Altrincham, Ches.	Car	Humberett e	5 hp	Standard Bdy	Green.
11/04/ 1904	M.438	George Duncan Stelfox, 23 Navigation Road, Broadheath, Altrincham, Ches.	Car	Humberett e	6½ hp	Dog Cart Bdy	Royal Blue/Name of Firm on it.

25/04/ 1904	M.456	Francis Joseph Lobley, 8 Hawthorn Road, Hale, Ches.	Car	Motor Mfg Co.	7 hp	Tonneau	Black/Dk Green Red Lines
21/05/ 1904	M.470	Frank Jackson, Ashley Road, Hale, Altrincham, Ches.	Trade or Private Car	Darracq	12 h.p	Tonneau	White
10/05/ 1904	M.483	Thomas Ross Pattinson, Glebelands, Bowdon, Ches.	Car	Panhard	7 hp	Tonneau	Green/White lines.
18/05/ 1904	M.498	William John Crossley, Glenfield, Altrincham, Ches.	Car	Oldsmobil e	5½ hp	Dog cart Bdy	Black/Maroon n at back.
End Book One at M505 Start Book Two at M.506.							
15/06/ 1904	M.528	Edward Rylands, Orchard Road, Altrincham, Ches.	Car	Humberett e	6½ hp	2 Str	Blue.
18/06/ 1904	M.531	Thomas Clarke, 25 Market Street, Altrincham, Ches.	Car	M.M.C.	8 hp	Tonneau	Maroon.
18/06/ 1904	M.532	Robert Bendall Luke, Carlton House, Bowdon, Ches.	Car	Eagle Tandem by Eagle Mfg. Co. Altrincham	6 hp (Ralph Jacks on)	2 Str	Grey.

07/06/ 1906	M.545	(not original Owner) Sydney O'Hanlon, Alan Drive, Hale, Ches.	Car	Daimler (supplier J. Cockshoot)	58 hp	Cabriolet	Dk. Blue.
24/06/ 1904	M.535	Joseph Charles Richardson, Unity Buildings, 13 & 15 Market St., Altrincham, Ches.	Car	Humberett e, supplier J. Cockshoot	6½ hp	2 Str. 2 bodies	Royal Blue.
21/07/ 1904	M.575	Henry Cragg & Sons, 32 Church Street, Altrincham, Ches. Trade/Taxi	Car/ Waggon	Darracq	12 hp	Double Phaeton/ Waggon	Dk. Blue.
09/08/ 1904	M.594	William John Crossley, Glenfield, Altrincham, Ches.	Car	The Crossley Car.	30 hp	Tonneau	Red & Dk. Green.
This car was transferred to Lady Mabel Crossley on 14/08/1908 when it became an ambulance							
22/08/ 1904	M.607	Graeme Thomson, Beech Bank, Bowdon, Ches.	Car	Beeston Humber	10/12 hp	Standard Bdy	Dk Red/Black moulds
25/08/ 1904)	M.611	Albert William Smeltz, 19 High Street, Altrincham, Ches.	Car	Mors 2 cyl	6 hp	Tonneau	Black.

-do-	M.612	Frederick Henry Royce, Brae Cottage, Legh Road, Knutsford, Ches.	Car	Royce 2st front 2back	10 hp	Tonneau	Red.
13/01/ 1905	M.687	James Grimble Groves M.P., Oldfield Hall, Atrincham, Ches.	Car	Deschamps 2 cyl.	9 hp	Tonneau	Dk Green p.o. Yell.
-do-	M.690	Thomas Frederick Meldrum, Kennaway, Ashley Rd., Hale, Ches.	Car	Kennaway car	6 hp	3 Wheeler	Blue fore- Carriage
28/04/ 1905	M.821	Richard Scott Collinge, Silverlands, Bowdon, Ches.	Car	Darracq	15 hp	Tonneau side	Ent. Red.
05/05/ 1905	M.831	Harold Beresford, Oakleigh, Portland Road, Bowdon, Ches.	Car	Darracq	12 hp	Tonneau	Dk Green
01/06/ 1905	M.867	Carl Thomas Frithioff Benson, Fern Lea, Hazel Road, Altrincham.	Car	Humberette	5 hp	2 Str	Dk Green
17/07/ 1905	M.911	Arthur Ramsay Thomson, Beech Bank. Bowdon, Ches.	Car	Beeston Humber	10 hp	4/5 Str	Carmine.
19/07/ 1905	M.914	Brunner Mond & Co., Winnington, Northwich, Ches.	Trade Car	Darracq	15 hp	Tonneau Tulip w hood	Dk. Blue.

11/08/ 1905	M.937	William John Crossley, Glenfield, Altrincham, Ches.	Car	Crossley 2 cyl	15 hp	Roi de Belges	Red.
-do-	M.938	William John Crossley, Glenfield, Altrincham, Ches.	Car	Crossley	30 hp	Laundaulet te	Green.
04/09/ 1905	M.955	John Lees Barker, Dunham Road, Bowdon, Ches.	Car	Humber	8/10 hp	4 Str	Dk Green.
End Book Two Start of Book Three, M.1017 & on.							
05/01/ 1906	M.1027	Joseph Charles Richardson, Unity Buildings, 13 Market St., Altrincham, Ches.	Car	Humber	10/12 hp	4 Str	Green
-do-	M.1028	Francis James Kerr, Groombridge House, The Mount, Altrincham, Ches.	Car	Humber	10/12 hp	2 Str	Dk Green/ Lt Grey w Black lines.
05/01/ 1906	M.1029	Charles David Handyside, Sillwood, Prescott Road, Hale, Ches.	Car	Humber	8/10 hp	4Str	Green.
12/03/ 1906	M.1095	George Rhodes, Allandale, Bradgate Road, Bowdon, Ches.	Car	Humber	10/12 hp	Double Phaeton	Green/Black lines
28/03/ 1906	M.1127	Frederick Platt, Trefriew, South Downs Road, Hale, Ches.	Car	Quadrant	6 hp	Carrette	Dk Green/ Cream Str

07/04/ 1906	M.1143	Arthur Ramsay Thomson, Beech Bank, Bowdon, Ches.	Car	Humber 4 cyl	8/10 hp	4 Str	Red.
12/03/ 1910	M.1191	M.1191 Taken over by John Okell, Manor House, Great Barrow, Nr Chester.	Car	Belsize	14/16 hp	Tonneau	Green lined White.
15/05/ 1906	M.1227	John Robinson Oliver, High Croft, Park Road, Bowdon, Ches.	Car	Belsize	18/24 hp	Tonneau	Green p.o. Red&wheel
19/05/ 1906	M.1235	James Hogg (Junior), Rose Hill, Bowdon, Ches.	Car	Ce Dion	6 hp	2 Str Phaeton	Green p.o.Red
12/06/ 1906	M.1260	Alexander Gillfillan Hogg, Tirbracken, Altrincham, Ches.	Car	Made by Jackson of Altrincham	45 hp	Tonneau Touring Car	Red/Grey
13/06/ 1906	M.1263	Joseph Charles Richardson, Unity Buildings, 13/15 Market St., Altrincham.	Car	Humber.	10/12 hp	4 Str	Green
14/08/ 1906	M.1320	Jessie Rumney, Grimsditch Hall, Whitley, Warrington, Ches.	Car	New Orleans	15 hp	Side Entry	Grey
14/08/ 1906	M.1345	Alice Rowena Coward, Sandridge, The Firs, Bowdon, Ches.	Car	Humber	16/20 hp	Long Chassis Side Entry	Grey/Red.

23/08/ 1906	M. 1415	Roscoe Brunner, Belmont Hall, Northwich, Ches.	Car	Ariel Simplex	35/45 hp	Tonneau with Removable Canopy	All Red.
19/01/ 1907	M. 1444	William Charles Dunkerley, Meadowlands, Mere, Ches.	Car	Humber	16/20 hp	Laundaulet te 4 Str	Green.
11/03/ 1907	M. 1496	William Henry Woods, Woodside, Hale, Ches.	Car	Humber	16 hp	Laundaulet te 4 Str	Green.
Start of Book Four.							
26/05/ 1907	M. 1618	John Alexander McKee, 62 The Downs, Bowdon, Ches.	Car	Humber	15 hp	Roi de Beiges bdy	Dk Green.
17/01/ 1910	M. 1631	Taken over by Ben Walmsley, Old Hall, Langham Rd., Bowdon, Ches.	Car	La Bulre	10 hp	Single Laundaulet te	.Dk Blue/ White Lines
03/10/ 1907	M. 1658	Robert Arthur King, New Hall, Neston, Ches.	Car	Rolls Royce	40/50 hp	Touring Body	Grey
12/07/ 1907	M. 1669	Hubert Cecil Sandiford, Bellefield, Dunham Road, Altrincham.	Car	Rover 1 cyl	6 hp	2 Str	Dk Green.
07/09/ 1907	M. 1708	Arthur Ramsay Thomson, Beech Bank, Bowdon, Ches.	Tricar	Eagle	5 hp	Runabout	Green

-do-	M.1709	-do-	Car	Darracq	15 hp	Tonneau 2 str.	Red.
23/09/ 1907	M.1727	Edward Evans, 27 Beech Road, Altrincham, Ches.	Car	Argyll	10/12 hp	Tonneau Open Touring	D. Green/lined Yell
30/09/ 1907	M.1732	Gerald Higginbotham, Ivyholme, Macclesfield, Ches.	Car	SPA	60 hp w 2 bodies	(1)Tonneau (2)Roi de Belges	Chocolate/ Gold lines Side Entry/ Blue/White lines
29/10/ 1907	M.1751	George Rhodes, Allandale, Bradgate Road, Bowdon, Ches.	Car	Humber	15 hp	Laundaulet te 4 Str.	Dk. Green p.o. Black
20/11/ 1907	M.1758	William Bromley Davenport, Capesthorpe, Chelford, Ches.	Car	Humber	30 hp	Laundaulet te	Chocolate.
09/12/ 1907	M.1760	Lord Tollemarche, Peckforton, Tarporley, Ches.	Car	Itala chassis	80 hp	Temp seats for 2.	Black/ White lines.
21/12/ 1907	M.1781	John Robinson Oliver, High Croft, Park Road, Bowdon, Ches.	Car	Napier	30 hp	Tonneau	Green/Black p.o. Yell
03/01/ 1908	M.1799	George Jackson, 13 Broomfield Road, Hale, Ches.	Trade Van	Darracq	10/12 hp	extra bdy. side entry	Red.

23/01/ 1908	M.1813	John Robinson Oliver, High Croft, Park Road, Bowdon, Ches.	Car	Daimler	30 hp	Laundalette	Green w Black Moulds Straw lines.
06/02/ 1908	M.1828	Herbert James Meldrum, Kennaway, Ashley Road, Hale, Ches.	Car	Riley	9 hp	2 seater	Green.
12/02/ 1908	M.1833	Henry Cardwell, Spring Bank, Bowdon, Ches.	Car	Renault	20/30 hp	Double Laundalette	Green. Cream Ins.
06/03/ 1908	M.1851	George Forrester Handley, Fernholme, Warwick Drive, Hale, Ches.	Car	Adams	10 hp	2 Seater	Grey.
13/03/ 1906	M.1868	Edward John Sidebotham, Earlesdene, Bowdon, Ches.	Car	Renault	20/30 hp	Phaeton	Lake & Vermillion trimmed Dk Red.
-do-	M.1869	Edward Phipp Appleyard, Lynton, Leigh Road, Hale, Ches.	Tricar	Phoenix Trimco	5 hp	2 Str	Dk Green.
30/03/ 1908	M.1878	Dr Thomas Andrew Rothwell, Clovelly, Ashley Road, Hale, Ch	Car	Vulcan	14 hp	2 Str Victoria	Blue.

01/04/ 1908	M.1879	Alfred Golland, 18 Church Street, Atrincham, Ches.	Car	Belsize	14/16 hp	4 Str side entry touring body	Green.
13/04/ 1908	M.1892	Herbert James Meldrum, Kennaway, Ashley Road, Hale, Ches.	Car	Argyll	12 hp	Side entry body	Red.
08/05/ 1908	M.1928	Samuel Poole Twemlow, One Ash, Elworth, Sandbach, Ches.	Car	Motobloc	18 hp	Side Entry	Red.
-do-	M.1929	William Foden, Poplar View, Elworth, Sandbach, Ches.	Car	Motobloc	18 hp	Side Entry Tonneau	Green.
21/05/ 1908	M.1951 to M.1969	Lever Bros, Port Sunlight, Ches.	Fleet Trade Vans	Star Vans	12 hp	Van body	Maroon.
05/06/ 1908	M.1982	Frederick Collier, Haigh Lawn, Bowdon, Ches.	Car	SCAT car	14/16 hp	4 Str Open.	Blue
09/06/ 1908	M.1984	James Haynes Batchelor, 15 Stamford New Road, Atrincham, Ches.	Trade car	De Dion	7/8 hp	Tonneau	Oak w.Dk Red line.
27/06/ 1908	M.2008	Mrs Sarah Ann Ellis, Holly Bank, Stamford Road, Bowdon, Ches.	Car	Siddley car	18 hp	Laundalette	Dk. Green.

Start of Book Five.

24/08/1908	M.2072	John Duncan Blackwell, Prospect House, Hale, Ches.	Car	Siddley car	14 hp	Side ent. Phaeton	Olive Green.
12/10/1908	M.2095	Ches. County Council, County Police Office, Chester, Ches.	Police/Chief car	Siddley car	14/20 hp	Laundaulet	Green
18/10/1908	M.2137	Robert Edmund Moynihan, The Alt. Garage, 1 Church .St., Altrincham.	Car	Humber	10/12 hp	5 str Roi de Belges	Green/Black edges
11/12/1908	M.2154	John Okell, The Manor, Barrow, Nr Chester.	Car	Rover	8 hp	2 Str.	Green.
-do-	M.2195	Charles Featherstone, Hazel Road, Altrincham, Ches.	Car	Argyll	16/20 hp	Side Entry	Green/Wooden wheels.
26/02/1909	M.472	John Warburton, West View, The Springs, .Bowdon, Ches.	Car	Cadillac	10 hp	4str side Ent.	Dk Green.
10/03/1909	M.2222	Humphrey Humphries, Ashfield, Broad Lane, Hale, Ches.	Car	Siddley	14 hp	Laundaulet w Canopy & screen	Dk. Green.

10/03/ 1909	M.2223	Frank Watson, Mentmore, 63 Manchester Rd., Altrincham, Ches.	Car	Vulcan 4 wheels	5 hp	-----	Body Red, Gold lined.
12/03/ 1909	M.2224	Oswald Okell, 30 Lorne St., & 23 Raymond St., Chester. replaced 15/04/1910	Car	Ariel	30 hp	Brougham	Green.
13/03/ 1909	M.2225	Herbert Mowle Kendal, Sunnyside, Ashley, Altrincham, Ches.	Car	Lancia	24 hp	Lancia body	Dk Green.
06/04/ 1909	M.2280	Ellen Champness, The Rookery, Woodlands Park, Altrincham.	Car	Humber	15 hp	Tonneau	Green lined Black.
27/04/ 1909	M.2312	William Shield, Sandycroft, Hale Road, Altrincham, Ches.	Car	Austin	18/24 hp	Laundalette	Dk Green & Black p.o Red
14/05/ 1909	M.2337	Godfrey William Bonson, Ellesmere Road, Altrincham, Ches.	Car	Belsize	14/16 hp	Tonneau	Green.
			Car	New Pick	14 hp	Upholstere r's Float w. Flat Top.	Slate colour

21/05/ 1909	M.2345	George, Peter., Henry, Vollmer, North Road.Hale, Ches.	Car	Renault	12/16 hp	Landaulett e.	Dk Green w thin Black stripes.
22/05/ 1909	M.2349	Charles Francis Worrell, Long Croft, Bradgate Rd. Bowdon.	Car	Crossley	40 hp	Double Laundaulet te Touring Body	Green/Black Lines Grey p.o.White Lines
28/05/ 1909	M.2364	George Arthur Wright, Westbrook, Green Walk, Bowdon, Ches.	Car	Siddley	18 hp	Laundaulet te	Green
15/07/ 1909	M.2420	Emily Elizabeth Gaddum, Oakley. Bowdon. Ches.	Car	Austin	18/24 hp	Laundaulet te	Green
22/07/ 1909	M.2427	William O'Hanlon, West Thorpe, Bowdon, Ches. Sydney O'Hanlon -do-	Car	Lanchester	28 hp	Landau Body	Green/ Black line
07/10/ 1909	M.2508	Joseph Lunn, Oaklands, Catherine Road, Bowdon. Ches.	Car	B.S.A.	14 hp	4 Str	Dk Blue.
08/10/ 1909	M.2510	John Cooper, Westleigh, Hale Road, Hale, Ches.	Car	Rover	8 hp	4 Str	Dk Blue.

30/11/ 1909	M.2561	John Uttley Withens, Westgate, Hale, Ches.	Car	Humber	12 hp	Side entry Rotund	Dk Blue
31/01/ 1910	M.2579	William Proctor Pearson, Ventnor, Sale, Ches.	Steam Car	White	40 hp	Laundaulet te	Blue p.o.Yellow.
17/02/ 1910	M.2595	Noel Heywood, "Swainsley", Hale, Ches.	Trade Van/Ca r	Belsize	14/16 hp	Van or 2 Str.	Dk Brown & Grey
Book 6 starts here.							
29/03/ 1910	M.2616	Joseph Charles Richardson, Unity Garage, Altrincham, Ches.	Car	Humber	16 hp	5 Str Side Entry.	Green.
01/04/ 1910	M.2632	Alfred Venables, Shaws Lane, Altrincham, Ches.	Trade Car	M.M.C.	7/12 hp	Tonneau	Light colour
04/04/ 1910	M.2636 to M.2641	Wallasey Taxi Cab Co. Ltd., Wallasey, Ches.	Fleet taxis, Cab Trade	Napier Taxis	15 hp	Laundaulet te	Blue/Yellow Lines.
08/04/ 1910	M.2643	John Sington, Dunham House, Charcoal Lane, Bowdon, Ches.	Car	Daimler	22 hp	6 Str Laundaulet te	Green.

-do-	M.2644	Major Henry Cardwell, "Spring Bank", Bowdon, Ches.	Car	Renault	12/16 hp	Laundalette	Green & White.
14/04/1910	M.2648	Frank Agnew, Lane House, Hale, Ches.	Car	Wolsley	16/20 hp	Laundalette	Green/White Lined.
-do-	M.2651	Edward Acton, South Woodview, St Margaret's Road, Bowdon, Ches. Later 17/01/1914 transferred to John Harrison, Oxford Rd., Alt.	Car Taxi Trade	Belsize -do-	14/16 hp -do-	5 Str. Str. Side entry bdy -do-	Green -do-
28/04/1910	M.2692	Alfred Hocknull, 10 Flinohley Road, Hale, Ches.	Public Conveyance Taxi	Belsize	14/16 hp	Taxi	Blue w.Red Lines.
29/04/1910	M.2693	Frederick Stokes, 181 Manchester Rd., Altrincham, Ches. (later) 139 Ashley Road, Hale, Ches.	Car	Darracq	8/10 hp	2 Str	Chocolate
28/05/1910	M.2724	Allison Haworth Meldrum, Station Buildings, Altrincham.	Car	Swift	7 hp	2 Str	Red/Lt Red Line.
14/06/1910	M.2752	Frederick Crawshaw, Dularo, Park Avenue, Hale, Ches.	Car	Arrol-Johnstone	15.9 hp	Torpedo	Dk Green.

25/06/ 1910	M.2774	Daniel Cook, Crown Buildings, Ashley Rd, Altrincham.	Taxi	Belsize	14/16 hp	Laundau	Blue.
16/07/ 1910	M.2813	Frederick Leaf, "The Car", Apple ton Rd., Hale, Ches.	Car	Wolsely- Siddley	10 hp	Tonneau	Blue p.c. Yellow.
07/10/ 1910	M.2913	Agnes Gertrude Standring, Sth Downs Cottage, Sth Downs Rd., Bowdon, Ches.	Car	New Eagle	15 hp	Tonneau	White.
01/11/ 1910	M.2953	Joseph Charles Richardson, Unity Garage, Altrincham, Ches.	Car	Humber	12 hp	5 Str Side ent.	Green.
01/11/ 1910	M.2954	Frances Jane Roylance, Sth Downs Dr., Ashley Heath, Hale.	Car	SCAT	15 hp	4 Str. Torpedo.	Dk Brown.
02/11/ 1910	M.2957	George Forrester Handley, Edgemoor, Harrop Dr., Hale, Ches.	Car	Wolsely- Siddley Torpedo	16/20 hp	Torpedo	Dove Grey.
08/11/ 1910	M.2962	Alfred Hocknull, 64 Stamford Pk. Rd., Hale. Ches.	Pub. Conv. Taxi	Belsize	14/16 hp	Laundau	Blue w.Red lines.
09/11/ 1910	M.2965	Charles Richard Alexander, 37 Bold Street, Altrincham, Ches.	Pub. Conv. Taxi	Belsize	14/16 hp	Cab	Blue.

25/11/ 1910	M.2978	James Sutcliffe Proctor, Park Gates, Dunham Rd., Altrincham.	Car	Wolsely	20/28 hp	6 Str. Laundau	Blue.
09/01/ 1911	M.3023	James Douglas Allan, Glendale, Warwick Road, Hale, Ches.	Car	Darracq	15 hp	Side Entry	Green.
11/01/ 1911	M.3029	Isaac McDougall, Heyesmere, Ashley Heath, Hale, Ches.	Car	Wolsely	16 hp	Cabriolet	Green.
24/01/ 1911	M.3039	Charles Richard Alexander. 132 Ashley Road, Hale, Ches.	Pub. Conv. Taxi	Belsize	14/16 hp	Laundau	Blue.
13/03/ 1911	M.3074	Henry Cragg & Sons, 32 Church Street, Altrincham, Ches.	Pub. Conv. Taxi	Darracq	15 hp	Laundau	Blue w.Lt Blue line
13/03/ 1911	M.3077	-do- -do-	Pub. Conv. Taxi	Fiat	15 hp	Laundau	Blue w.Lt Blue line
16/03/ 1911	M.3086	A.B.Burton & Co., Ashley Road, Hale, Ches.	Lt Lorry Flat	De Dion	10/12 hp	flat	Grey.
21/03/ 1911	M.3091	Harold Berisford, The Old Farm, Park Road, Hale, Ches.	Car	Wolsely	24/30 hp	Phaeton	Blue

20/03/ 1911	M.3096	John Lees Barker, Dunham Road, Altrincham, Ches.	Car	Lanchester	28 hp	Laundau	Dk Green/ Black line
Start of Book Seven							
19/05/ 1911	M.3243	A.B.Burton & Co., Ashley Road, Hale, Ches.	Trade Car	Empress	10 hp	4 Str. Side Ent.	White/ Green line
29/05/ 1911	M.3255	Walter Barker, Hale Barns, Altrincham, Ches.	Car	Belsize	14/16 hp	Laundau	Green.
29/05/ 1911	M.3256	Edwin Watson Ltd., George Street, Altrincham, Ches.	Car Trade/Pr?	Argyll	9/11 hp	5 Str	Polished Mahogany
02/06/ 1911	M.3270	Henry Cragg & Sons, 32 Church Street, Altrincham, Ches.	Pub. Conv. Taxi	Fiat	15 hp	Laundau	Blue w. Lt Blue line
19/06/ 1911	M.3315	Motherwell Duggan, 45 The Downs. Altrincham, Ches.	Trade Com. Van	Arrol-Johnstone	15.9 hp	6 Str. Van	Green
04/07/ 1911	M.3354	A.B.Burton & Co., Ashley Road, Hale, Ches.	Trade Com. Van	Darracq	15 hp	2 Str. Box back	Grey/Dk Blue lines

22/07/1911	M.3400	John Brandrick, Stamford New Road, Altrincham, Ches.	Taxi Pub. Conv.	Renault	12 hp	Laundau	Lake p.o. Red.
24/07/1911	M.3402	Joseph Harrison, 60 New Street, Altrincham, Ches.	Taxi Pub. Conv.	Belsize	14/16 hp	Laundau	Dk Green p.o.Red
25/07/1911	M.3403	Afred Hocknull, 139 Ashley Road Hale, Ches.	Taxi Pub. Conv.	Belsize	14/16 hp	Laundau	Blue/Red lines.
05/08/1911	M.3426	Joseph Charles Richardson, Unity Garage, Altrincham, Ches.	Car	Humber	16 hp	Laundau	Green/Black lines
12/08/1911	M.3446	William Moritz Hertz, Broomleigh, Booth Rd., Bowdon, Ches.	Car	Wolsely	20/28 hp	Limousine/ Laundau	Dk Blue/ Black moulds White lines
15/09/1911	M.3495	Charles Sefton O'Neill, Glendale, Ashlev Rd., Hale, Ches.	Car	Vulcan	15.9 hp	2 Str. Phaeton	French Grey.
27/09/1911	M.3506	Charles Edward Rumney, Grimsditch Hall, Whitley, Warrington.	Car	Arrol-Johnston	15.9 hp	5 Str. Open	Grey/Dk Green lines

08/11/ 1911	M.3587	Harold Berisford, The Old Farm, Park Road, Hale, Ches.	Car	Belsize	12/16 hp	2 Str de luxe	Silver Grey.
13/11/ 1911	M.3595	Fred Cash & Sam Williamson, 35 Stamford Pk Rd., Altrincham, Ches.	Taxi Pub. Conv.	Belsize	14/16 hp	Laundau	Imp. Green/ Red lines.
30/11/ 1911	M.3606	Dr Alfred Golland, Church Street, Altrincham, Ches.	Car	Arrol- Johnston	15 hp	4 cyl. 5Str. Side E.	Green
14/07/ 1916	M.3606	-do-	Car	Ford	20 hp	.2 Str	Black.
24/12/ 1911	M.3646	William Henry Johnson, Woodleigh, Bradgate Rd., Dunham Massey.	Car	ROLLS ROYCE	40/50 hp	Doule Laudau	Green
08/01/ 1912	M.3679	Harold Berisford, The Old Farm, Park Road, Hale, Ches.	Car	Wolsely	24/30 hp	Torpedo	Suede Grey/ Dk Grey
08/01/ 1912	M.3680	Thomas Ellis Briggs, Hilston Hse., Green Walk, Bowdon, Ches.	Car	Wolsely	12/16 hp	Laudau	Black.
02/02/ 1912	M.3744	W. Morton Johnson, Woodleigh, Altrincham, Ches.	Car	Sunbeam	25/30 hp.	Torpedo Touring	French Grey.

21/02/ 1912	M.3767	William Giffillan Hogg, Roxburg, Winton Road, Bowdon, Ches.	Car	Arrol- Johnston	15 hp	5 Str.	Red.
29/02/ 1912	M.3787	Charles Featherstone, 3 Hazel Road, Altrincham, Ches.	Car	HURTU	10 hp	2 Str.	French Grey.
12/03/ 1912	M.3844	Robert Harrop Wolff, The Clough, Hale, Ches.	Car	Arrol- Johnston	11/9 hp	2 Str. & Dickey	Grey.
27/03/ 1912	M.3897	Francis James Kerr, Groombridge House, Altrincham, Ches.	Car	Arrol- Johnston	11/9 hp	4 Str.	Green
29/0/1 912	M.3908	Frank Brookhouse Dunkerley, Graythwaite, Hale, Ches.	Car	Wolsely	16/20 hp.	6 Str. Cabriolet	Blue.
29/03/ 1912	M.3909	Joseph Charles Richardson, Unity Garage, Altrincham, Ches.	Car	Wolsely	12 hp	4 cyl. 4 Str.	Green
03/04/ 1912	M.3925	Charles Price & Sons, Broadheath, Altrincham, Ches.	Car	SCAT	22 hp	Touring	Blue.
03/04/ 1912	M.3927	Thomas William Uttley, Hathersage, Park Road, Hale, Ches.	Car	Humber'	11 hp	2 Str.	Green.
04/04/ 1912	M.3936	Elizabeth Arundel, Windyhowe, Delamere, Ches.	Car	Daimler	38 hp	Laundau	Green

19/04/ 1912	M.3987	Rt. Hon. Countess of Stamford, Dunham Hall, Altrincham, Ches.	Car	Talbot	12 hp	Single Laundau	Dk. Blue.
25/04/ 1912	M.4001	Montague Hayes Bythway, Claramont, Hale Road, Hale, Ches.	Car	Rover	12 hp	4 cyl. 2 Str.	Fawn.
04/05/ 1912	M.4043	John Brandrick, Stamford New Road, Altrincham, Ches.	Taxi Pub. Conv.	Fiat	12 hp	Laundau	Chocolate.
06/06/ 1912	M.4103	B. Goodall & Co Ltd., Unicorn Yard, Altrincham, Ches.	Taxi Pub. Conv.	Belsize	14/16 hp	Laundau	Green/Black Moulding.
29/05/ 1912	M.4145	Joseph Charles Richardson, Unity Garage, Altrincham, Ches.	Car	Arrol- Johnston	15.9 hp	5 Str. Side Ent.	Red.
29/05/ 1912	M.4148	John Alfred Morris. Oak House, Altrincham, Ches.	Car	Belsize.	10/12 hp	2 Str. & Dickey	Grey/Green upholstery
04/06/ 1912	M.4165	Arthur Ramsey Thomson, Beech Bank, Bowdon, Ches.	Car	Arrol- Johnston	23 hp	5 Str. Side Ent.	Blue.
12/06/ 1912	M.4189	Percy Ainsworth, Holmrook, Suffolk Road, Bowdon, Ches.	Car	Arrol- Johnston	15.9 hp	5 Str. Side Ent.	Grey.

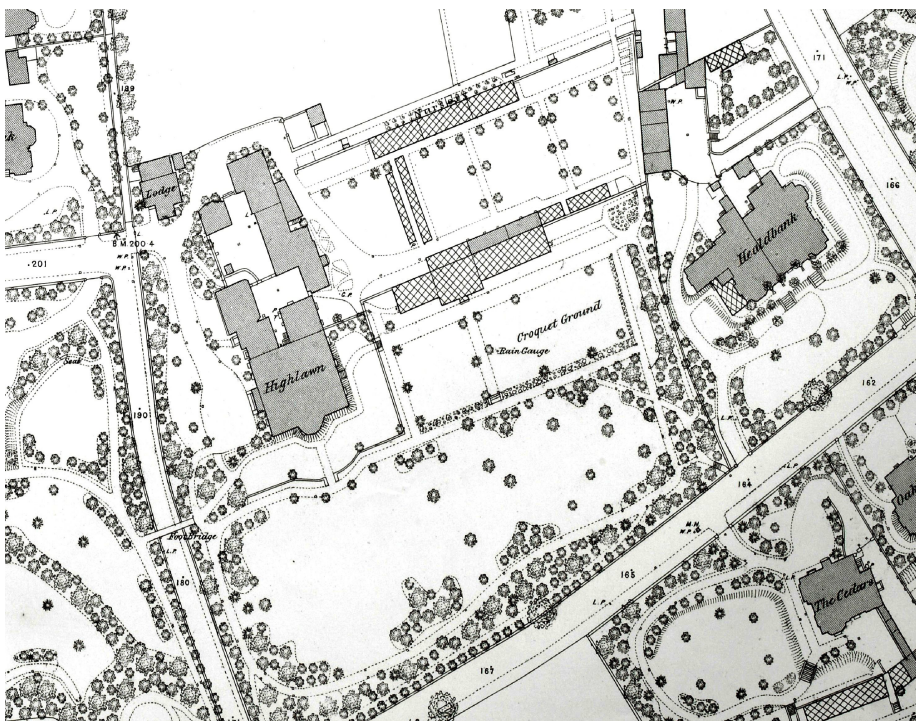
Book 7 goes to M4210 & ends.
Book 8 M4211 to M5316, June 1912-July 1913.
Book 9 M5317 to M6569, ends June 1914.
Book 10 to M8590, ends Apr 1916.
Book 11 to M9999 then MA809, ends May 1919.
Book 12 to MA2875, covers June 1919 to April 1920.

High Lawn, Bowdon in Victorian Times



*The imposing High Lawn with its views across five counties
(Ronald Trenbath & Bowdon History Society)*

High Lawn, Bowdon



High Lawn, in 1876 (Altrincham Area Image Archive)

(N.B. Footbridge from front garden across to Dingle Bank East)



High Lawn bottom centre in 1908, part of the area known as Rosehill

High Lawn in Victorian times

Since the 1840s the imposing presence of High Lawn has been a prominent feature the Bowdon skyline. Having lived in its original grounds for most of my life, I have an enduring curiosity about the history of the building and the people who lived in it. Over the years I have gleaned a lot of information from various sources but only

recently did it occur to me that some enjoyment might be had from consolidating it into a piece of writing. This was indeed the case, all the more so as the process of verifying my existing knowledge on the internet led me to material which augmented it and bridged some large gaps. What follows is a melange of known facts, hearsay, and my own conjecture. It does not purport to be a complete history or a totally accurate account. Any additional information or corrections that the reader may have would be welcomed.

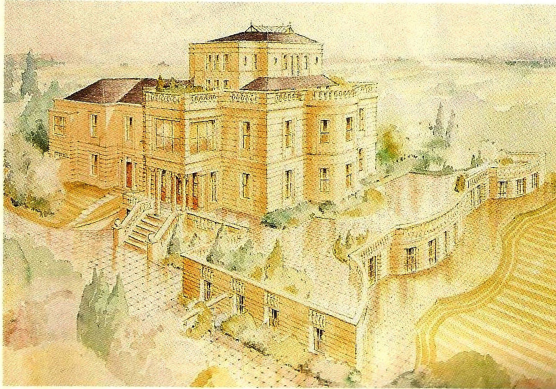
The house

In the mid-nineteenth century the various owners of land on the southern downs of Bowdon realised it had potential for high-class housing due to its magnificent views over the Cheshire Plain. This, together with improved passenger transport, made it particularly attractive to the so-called “Cottontots”, i.e. newly-rich industrialists who wanted to live in an environment away from the dirt, grime and pollution which they had created. Typical of their number would have been William Neild, a calico printer from Ardwick, who bought a plot of land known as Daveys Lane Field in August 1841. By 1843 the land was occupied by a new mansion, High Lawn, in Grand Regency style. There was a lodge, gardener’s cottage, extensive stabling, coach house and a large glass canopy over a coach-washing area. It was the largest house in Rosehill, the development of houses which evolved on the ridge of Richmond Road and East Downs Road. The name is not in general use now, though it is still shown on some modern maps.

After the building was bought and remodelled by P J Livesey Developments Ltd some 145 years later, a sales brochure was produced mentioning that the house had been designed by the renowned Victorian architect Alfred Waterhouse. I was always sceptical of this statement, chiefly because, being born in 1830 he would have been 13 years of age when the house was completed and younger still when it was in the design stages. Moreover whilst he did not confine himself to any one particular style, the house was far removed from the ones for which he was best known.

P. J. LIVESEY DEVELOPMENTS
FINE HOMES AND FURNITURE IN THE NORTH

H I G H L A W N B O W D O N
A L T R I N C H A M C H E S H I R E



Set in a secluded corner of Cheshire, High Lawn is a Grade Two Listed Building designed by Alfred Waterhouse in 1840. This superb example of Victorian architecture has recently undergone an extensive scheme of refurbishment by P. J. Livesey Developments Ltd. The 8 individually designed apartments are finished to the highest standards and offer unparalleled views of the Cheshire countryside. These luxurious apartments range from 2,100 – 3,900 sq. ft. with prices starting at £265,000.

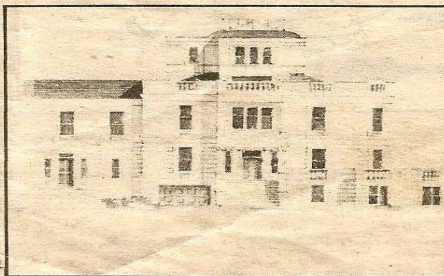
P J Livesey's brochure for the remodelled High Lawn in 1988

The facts reveal, however, that the house was built in the 1840s to the design of another architect, but Mr Waterhouse became a pupil of that architect several years later, eventually taking over his practice and going on to design major alterations to the house in the early 1860s.

The Victorian Society in Manchester lists High Lawn and the adjacent large semi-detached houses (Dingle Bank East and West) as all being designed in 1843 and the work of the neo-classicist architect Richard Lane, which might suggest that all three had been built in a similar style, but in the absence of any known recorded images, this remains a matter of speculation. Photography, then in its infancy, was an experimental hobby of a few rich men, one of whom happened to be Mr Neild's younger son, who collaborated with another calico printer Joseph Sidebotham. The Manchester Archives in the Central Library hold some of Mr Sidebotham's photograph collection in albums which can be viewed by appointment. The online list of contents includes one described as "High Lawn, Bowden, 1853, by A Neild" but the picture itself is only of the

gardener's cottage at the rear. It is noteworthy that the cottage is shown to have been built in "Bowdon white brick" without a stucco finish, and, whilst proving nothing, this does add weight to the theory that the main house had an appearance in keeping with the

Des. Res. for sale - at £1½m



IF YOU have a cool half a million pounds to spare, an apartment which could prove the ideal investment has just come on the market in Trafford.

Situated in a large Victorian house on East Downs Road in Bowdon, the penthouse suite at 'High Lawn' is reckoned to be the most expensive apartment outside London.

And agent's Prudential Property Services confidently expect the luxury flat to go for closer to £600,000!

So what can a flat-hunting millionaire expect for his cash?

Says the agent's blurb: "Reputed to be the highest residential point in Bowdon, the penthouse has a singularly unique feature in the shape of its Victorian Belvedere tower.

"From here, the prospective owner has a completely uninterrupted 360 degrees view over the whole of Cheshire and at least four other counties.

"The penthouse also has its own unique security and access which is provided by a specially designed key-operated system fitted into a glass-backed lift serving the apartments, and which also gives views over the Cheshire plain."

And for those of slightly more modest means, the house has seven other luxury apartments - going for slightly less but at a price the agents were not prepared to reveal.

• **PICTURED** is 'High Lawn', in East Downs Road, Bowdon... which houses the most expensive flat in the country outside London.

High Lawn in the local newspaper 1988

neighbouring ones.

Given that the grounds of the property encompassed the land on which Heald Drive and Heald Close were eventually built its positioning might seem odd i.e. less than 20 yards from the west boundary to East Downs Road and more than 120 yards from the east boundary with Heald Road. Would one not expect it to have been sited somewhere more central? The land is at its highest on the west side, but the actual reason is the fact that it comprised three separate plots, with the original one of four acres having been bought from Mr Thomas Assheton Smith and two additional ones having been added in the 1850s when more land became available for sale. Much of the land on the east side was owned by the Earls of Stamford, but the sixth earl stubbornly refused to release land for housing. After his death in 1845 this policy was changed by his successor, and this paved the way for a new wave of construction on Heald Road.

In the early 1850s a pair of semi-detached houses were built in Gothic Revival style on Langham Road, named Heald Bank, approximately 90 yards from the front of High Lawn, and only recently completely renovated. The Great Exhibition of 1851 had created a new fashion for the conservatory, as the well-to-do now wanted to have a miniature version of the Crystal Palace attached to their houses. Sure enough, the nearer of the two (later known as Monkton or Number 16) boasted one. Such an addition would not have been thought of in the previous decade when High Lawn was designed.

It is tempting to wonder how William Neild reacted to the construction of these new houses. Although built on lower ground and due East South East from the front of his property they would have slightly encroached on his much-coveted panoramic views. Might this have influenced his decision to buy up all the available adjacent land? If his objective was simply to preclude any further building taking place on that side he certainly achieved it, for a whole century was to pass before the land was developed.

High Lawn had been designed to be the grandest mansion in Bowdon, but its supremacy was now being challenged because the disposals of land by Earl Stamford in the 1850s that enabled its gardens to be enlarged had also opened up development along Green Walk, where some very impressive residences were being built. It is conceivable that the Neild family reacted to this by giving their home a makeover and adding some distinctive touches. The ledgers of Alfred Waterhouse show that in the 1860s he was building large houses in the area for sums between £3000 and £3500, and include one dated 1861 for “High Lawn – alterations to existing mansion” at a cost of £1880. It does not specify what those alterations were, but the cost clearly implies that they were very extensive. The consensus of thought is that the house was then completely remodelled in Italianate style, with rendered elevations (which were also applied to the lodge and cottage) and given its most distinctive feature by the construction of a belvedere on the roof. This had 360 degree views over five counties, and a translucent glass roof which in conjunction with a raised oval glass panel in the floor distributed light down the stairwell to the hall on the ground floor. This is redolent of designs by Waterhouse, whose public buildings tend to make the best possible use of natural daylight.

The Residents

Mr Neild would have been in his early fifties when he bought the original land and commissioned the construction of High Lawn. It goes without saying that at the time he was a wealthy man, and by this time, apart from his conspicuous success in business he had also achieved eminence in civic life. Manchester was then still a town (prior to it gaining city status in 1853) and he served two terms as its second Mayor between 1840 and 1842. On closer examination he appears to have been a remarkable example of social mobility.

Born in January 1789, one of eight children, originally from Millington, near Rostherne, as a youth he came to Manchester in search of work and became an apprentice with Thomas Hoyle & Son at the Mayfield Printing Works in Ardwick. This was situated on

Buxton Street, just off London Road, between Piccadilly station and where the Mancunian Way now crosses it. Thomas Hoyle, who came from an old Quaker family, had founded the business in 1782 on the site of a former country house, choosing it because he needed ready access to the water provided by the River Medlock. Hoyle mastered methods of printing colours, particularly purple, on to calico cloth. Purples were a huge technical challenge at the time, meaning the use of the colour was preserved for the rich and influential, particularly the clergy. Pushing the boundaries of the day's scientific knowledge, Hoyle's techniques made exquisitely patterned purple cloths available to the middle classes, and by creating one of the largest calico printing factories in the world he made his fortune.

Thomas Hoyle had a daughter and two sons, the younger of which died in infancy. The elder, also named Thomas, survived and was taken in as a partner, whereupon the business came to be known as Thomas Hoyle & Son. When he married there would surely have been expectations that a male heir would be produced to carry on the business and perpetuate the family name. Success eluded him in this, though it was not for the want of trying. Over a nine-year period his wife bore him six children, all of them girls and died the year after the arrival of the youngest. Two years later he remarried and in the next six years there were three more children, two girls and one boy named Thomas who only lived for 32 days. Eight years passed before there was another birth, possibly an unplanned pregnancy, but this resulted in yet another daughter, making nine in total out of which eight survived. Under the property laws that existed up to 1870, any money made by a woman through wage, gift, investment or inheritance automatically became the property of her husband once she was married.

In 1816, William Neild married Mary, who was the eldest of Mr Hoyle's daughters from the first marriage, in what might be seen as a good career move. Cynicism aside, it obviously did his prospects no harm. In 1817 one of Mary's younger sisters, Elizabeth, married Joseph Compton and in 1828, Lucy, the eldest daughter from the second marriage, married Alfred Binyon, a calenderer and coal

merchant from another Quaker family. He was a great-nephew of a rich banker in Kendal who had provided the capital with which Arkwright had begun the cotton trade. On his death in 1834 Mr Hoyle made over the business to those three sons-in-law as partners. They were all then living in houses which adjoined the factory.

At the time of their marriage Mary would have been 28 and William 27. They lived in the Hoyle family house in Ardwick and within two years their first child, a boy named Thomas Hoyle Neild, was born. The choice of name may not have been entirely unpredictable, but it was perhaps not very auspicious, as he died 18 days short of his second birthday. They went on to have three more sons and four daughters, but only two of the sons and one of the daughters lived to see their third birthdays. The three who survived were named Alfred, Ellen and Arthur. At the time of the move to Bowdon their respective ages would have been approximately 20, 16 and 14.

The family cook Martha had been left behind in charge at the family house in Mayfield. The butler at High Lawn was a Mr Hamilton Breeze. There was also was a Miss Elizabeth Thistlethwaite who was governess to the Neild children. The lodge was occupied by the coachman Jesse Circuit, who was frequently suspended for drunkenness and later reinstated, eventually being dismissed altogether. In what was described as "a pretty little house next to High Lawn" (possibly the cottage at the rear) there were two maids and, in the early years, some of Mrs Neild's relations.

One of Mary's sisters Susannah, seven years her junior, was the second wife of Dr John Atkinson Ransome, who was 15 years older than her. He was a senior surgeon at the Manchester Royal Infirmary and doctor to all the leading Quaker families. There was a tradition in his family that he had propounded the Atomic Theory and that John Dalton had made use of it and got the credit. They lived in some style firstly in Manchester and later in Old Trafford but he died in 1837 leaving Susannah with two sons and four daughters, ranging in age from 12 to 1. After this her step-mother (Mr Hoyle's widow) and also Anna, her youngest and as yet unmarried half-sister, came

to live with them, but in 1843 they appear to have fallen on straitened circumstances. By that time Mrs Hoyle had died, as had the youngest daughter. There were altogether six who moved to the cottage at High Lawn i.e. Susannah, the three remaining daughters, Anna and Miss Spencer, their governess. The eldest daughter was the same age as Ellen Neild and the two cousins were inseparable friends. Considering that there were also two maids it must have been very crowded in there, especially during holidays, when the two sons returned from their studies to stay. By 1846 both brothers had returned to Manchester and Mr Neild had persuaded the elder one, who would have been 21, to go into partnership with another man as a chemist. The rest of the Ransome family then moved to Manchester and it is possible that Mr Neild had provided some financial assistance with all of this. He was a good friend to Miss Spencer and provided her with help three years later when she returned to Bowdon to run a school.

Life went on at High Lawn. The vista from the front would probably have taken in the village of Millington and reminded Mr Neild that he had risen in the world in more ways than one. He was a notable commuter, travelling by coach every day to the factory in Mayfield. This is likely to have changed after 1849, when the railway between Altrincham and Manchester was opened. Prior to then the lower orders had commuted by barge from Broadheath. His partner and brother-in-law Alfred Binyon had bought a small estate at Grange-over-Sands and around 1850 built a magnificent mansion known as Merlewood. The calibre of their houses shows that the business appears to have been thriving. It became sufficiently important to be included in the itineraries of foreign dignitaries visiting Manchester, who marvelled at the production of a mile of calico print in an hour, a symbol of industrial achievement through technology, and Hoyles' machine-printed calicoes won several awards at the Great Exhibition of 1851.

Conditions for the factory workers were consistent with the Victorian age. The Factory act was introduced in 1847 establishing a 10-hour day for women and children. The owners of the Mayfield works argued to be exempted from it on grounds that the work there

fluctuated seasonally unlike the cotton mills where the demand was constant. When interviewed by a factory commissioner around that time Messrs Binyon and Neild disclosed that the regular working day was from 6am to 6pm with a half-hour break for breakfast at 8 and a full hour for lunch at 12. Frequently, though mostly during the Spring and Autumn, the working day could be up to 3 hours longer, making a total shift of 13½ hours, excluding break times, but unlike some calico factories there was no work at night or on Sundays. There were 229 employees including 28 boys and 13 girls, whose ages ranged from 8 to 13. The children's weekly wages were 2s 6d for learners and 3s 6d for those more experienced. For those too young to remember pre-decimal currency, these were the equivalent to 12½ and 17½ pence. The average room temperature in the factory was between 90 and 95 degrees Fahrenheit, though it could get as high as 112 degrees in the drying rooms.

Outside the business Mr Neild was active in a wide range of local affairs. He had been a member of the Manchester Anti Corn Law Association Council, of which the leading figure was Richard Cobden, Manchester businessman and another calico printer, and the outstanding orator John Bright. A Corn Law had first been introduced to Britain in 1804, when the landowners, who dominated parliament, sought to protect their profits by imposing a duty on imported corn. The legislation was hated by people in the fast-growing towns who had to pay higher bread prices as a result, and by manufacturers who had to pay their wages. Cobden had supported Mr Neild in his campaign to be elected Manchester's first mayor in 1838. In the event Mr Thomas Potter was successful, but Neild succeeded him two years later. The Corn laws were finally repealed in 1846.

Mr Neild had played a significant part in Manchester being given its mayoral charter, when in 1837 he refused to undergo the office of borough reeve, not considering, as he said "that government any longer fit for a town of such importance as Manchester." The leet jury accordingly fined him £250 to the lord of the manor. A conference was held in his office and it was decided to start a petition for a charter. A meeting of ratepayers took place in 1838

and a resolution proposed by Cobden was carried with enthusiasm. A petition with 11,000 hands was forwarded to Parliament though there was a counter-petition from old Tories who did not consider change to be desirable. Commissioners were called in to investigate allegations of mass duplicate signatures on the side of the antis, and on their favourable report the charter was passed and issued in October of that year, the first elections following in 1839.

He had also helped found the Grosvenor Street Baptist Chapel in 1836 (when the Neild and Hoyle families had resigned from the Society of Friends due to a secession) and also sat on numerous committees concerned with education, banking and health. Amongst these was the Manchester and Salford Savings Bank, of which he was chairman. As well as being a Justice of the Peace he was an active member of the Commissioners of Police in Manchester and a vigorous campaigner for the introduction of modern policing in the city. He and Alfred Binyon were members of the Manchester Literary and Philosophical Society. The two sons Alfred and Arthur would both become members later on. He remained active on Manchester Corporation right up to his death, displaying great independence. He was regarded, somewhat unwarrantably, by the Manchester radicals, as a conservative, on account of his taking part in opposition to John Bright and Milner Gibson as mayoral candidates in 1857. Having been a pupil of John Dalton he used his influence on the council to revive interest in the idea of creating a public memorial to him and the setting up of a subscription fund for this. A statue was unveiled in Piccadilly in 1855, and in 1966 it was relocated to Chester Street outside the College of Technology which bore his name (now the Science Faculty of the Manchester Metropolitan University).

Meanwhile the children had grown up. Daughter Ellen married in 1849 at Bowdon Church when she was 22 years old. She did not move far, however, as her husband John Carlisle, 13 years older, was an East India merchant and lived at Fir Bank, adjacent to High Lawn on the north side of East Downs Road (later known as Taveta or most recently as Vine House or Number 29). Up to 1870 John and Ellen went on to have 6 sons and 7 daughters.

Two years earlier in 1847 her elder brother Alfred had been married. He had studied Chemistry at University College London and returned to join the family business. He moved back to Bowdon in 1854 and lived at another adjacent property – Dingle Bank East on the south side of East Downs Road (now known just as Dingle Bank) and opposite his sister. Maps from 1876 (see *earlier*) show that there was a footbridge linking its garden with that of High Lawn, spanning the narrow lane that separated them. There were no children of the marriage and his wife died in 1857. Two years later he remarried and went on to have three sons and two daughters. For a time he was a director of the Manchester Chamber of Commerce and, like his father, he became a magistrate in due course. He had a keen interest in education and read widely in Mathematics, Classics and Theology. He was a trustee and later chairman of the council of Owens College, and served it and also the Victoria University of Manchester in various capacities up to his death. The younger surviving Neild son Arthur became a clergyman. He married in 1853 and had two sons and a daughter, living at Dingle Bank West, the house adjoining his brother's (nowadays known as Highgate).

For the next six years or so Mr & Mrs Neild appear to have been living alone, apart from their servants, at High Lawn, although all three children were obviously close at hand. After they had grown up the governess Miss Thistlethwaite had stayed on to act as a companion to Mary. Messrs Neild and Binyon were trustees of Penketh School, of which the superintendent for 12 years had been a Mr William Thistlethwaite, and they are likely to have been related. In 1859 Mrs Neild died aged 71. In the following year Bowdon Parish Church was rebuilt, and under the east window, which depicts the crucifixion, there is an inscription "In memory of Mary, the wife of William Neild, Esquire at High Lawn, who died 16th March 1859."

Two and a half years later Mr Neild went on to marry Miss Thistlethwaite. The marriage lasted for less than three years and was brought to an end by his sudden death on Monday 4th April

1864 aged 75. He rose as usual at 6am, made his usual inspection of the stables and outbuildings, then caught the 8.30 express train to Manchester. He went to the printing works on London Road, held a meeting about the Baths & Laundries Company, then went to attend to business at one of his other offices. At about 11am he went to the Town Hall in King Street to attend a meeting of the committee which was planning the new Town Hall. There he collapsed and was shortly pronounced dead. An inquest jury was summoned and held their deliberations in the Mayors parlour at 1pm. Having viewed the body where it lay and heard the surgeon's opinion that a blood vessel had burst either near the heart or at the back of the brain, the jury returned its verdict and the coroner then released the body which was carried home to Bowdon, one of the nephews having been sent ahead to warn Mrs Neild. He was buried in Bowdon Churchyard the following Saturday, with The Manchester Guardian reporting that thousands turned out for the funeral and that about 150 coaches lined Langham Road on the day. Elizabeth looks to have survived him by a couple of years, as it was not until 1866 that the trustees under his will sold High Lawn. He was regarded as the "Father of the Corporation" and on his death a memorial was signed by members of the council that his son Alfred should, if agreeable to himself, be elected an alderman of the council in the room of his father.

There is a full-length life-size portrait of William Neild in Manchester Town Hall on Albert Square (*see back cover*), and a minor road in Manchester named Neild Street on the site of the factory (off Fairfield Street at its crossroads with Travis Street, with a Hoyle Street further along linking Fairfield Street to the Mancunian Way). There is a further reminder of him in Bowdon, where, across from the bottom of his front garden on Langham Road, the thoroughfare which descends very steeply to South Downs Road is known as Nields Brow. Furthermore around 2001 a large development of apartments was built on the right-hand of this road and was given the name of Nields Croft. There can be little doubt that the choice of name was in remembrance of the first owner of High Lawn and the difference in spelling can be put down to a clerical error somewhere along the line.

Later in 1874 Thomas Hoyle & Son was turned into a limited company under the managing directorship of Alfred, another director being Joseph Compton junior, and by that time a bleach works at Sandy Vale in Dukinfield had been added to the Mayfield works and the workforce numbered around 500. It continued in the hands of the next generation of the daughters' families and finally went into liquidation in 1897, having traded for 115 years. The Mayfield print works were demolished early in the next century and replaced with the new Mayfield train station, which opened in 1910 as a relief station to alleviate overcrowding at Piccadilly. It has been closed to passengers since 1960 and at the moment there are plans to regenerate the area over the next 10 years at a cost of £1.1 billion, the centrepiece of the development being a 6.5 acre communal park on the banks of the Medlock, which will be the city's first new green space in over a century.

Although the Neild surname might have disappeared from High Lawn in 1866, the family presence was to continue a lot longer, as the purchaser was John Carlisle from next door. Thus 23 years after she first moved there, Ellen returned the short distance home as the lady of the house. If anything one would have expected that Alfred as elder son would have moved across the road and taken over the largest house, but his own family was much smaller, having three children under the age of five. Although by 1871 the Carlisles had lost four out of their six sons and one of their seven daughters, this still left eight surviving children who were growing up, and maybe it was decided that their need to up-size was the greater. Around this time a restrictive covenant was placed preventing buyers of Dingle Bank from building on the land at the rear and side of the property, presumably to safeguard the views from High Lawn.

Other than that he was an East India merchant I have not been able to find any further details of John Carlisle's business or from where it was conducted. I believe he was a Justice of the Peace and was involved in the business and social life of Manchester. He died in 1882 at the age of 69. Ellen survived him by seven years and died early in 1889, aged 62. The younger children were still unmarried

and living at home, and appear to have stayed on after her death. In January 1896, at exactly the time that the youngest daughter Catherine was married, the house was sold for £6,500 and the Neild/Carlisle era came to an end after some 55 years.

The new owner was another JP, George Chester Haworth, age about 52, previously of Didsbury, whose family fortune had also been made in the textile industry, particularly in cotton spinning and manufacturing. In the early 1830s Richard Haworth, the youngest of eight children of a poor artisan, had gone to work at the age of 12 learning to weave fustians at a mill in Bury, having had an elementary education. One day his hand got caught and badly injured in some machinery. When it had healed he secured employment as a weft lad in the same mill, which gave him more spare hours, and he utilised them in attending a night school to make up the deficiencies in his education. It became apparent that he had great aptitude for figures and finance, and rose to more important positions in mills in Bury and Bolton before going to work at a Manchester firm as a bookkeeper. Meanwhile he had been doing ever-increasing business on his own account and after several more years in 1854 decided to start his own business, styled Richard Haworth & Co. in Cannon Street in Manchester. It expanded rapidly, and by 1861 he was employing 700 hands, rising to 2,700 by 1871, and eventually over 3,000. He had four mills (named Egerton, Tatton, Ordeal and Throstle Nest) in Salford between Ordsall Lane and the Manchester Ship Canal, being among the largest cotton mills in Europe and having 139,000 spindles. At their peak the factories were producing 39 million yards of cloth each year, which is over 17,000 miles, or slightly further than flying from Manchester to new Zealand and back. Richard Haworth died in 1883, aged 63, leaving four sons and two daughters. One son was a Wesleyan minister and George Chester Haworth was the eldest of the remaining three who were then the active partners in the business, and was to become the chairman. In 1901 High Lawn was occupied by George Haworth, his wife Elizabeth, four sons and one daughter (ages from 16 to 30), a cook, a waitress, two housemaids, a kitchen maid, an under house maid, a housekeeper, a stud groom and the groom's wife.

The Twentieth Century and beyond

George Haworth's wife Elizabeth died in 1913 and he appears to have re-married and lived until 1932, when he would have been approaching 90. The eldest son Richard Ford Haworth survived him by less than 18 months and died the following year when he would have been 62. George's second wife Ellen outlived them both and died in 1944. In December of 1945 the Haworth family sold High Lawn. Richard had married and had a son Richard Firth Haworth, born around 1915, who was a Commissioned 2nd lieutenant in the Royal Armoured Corps of the Territorial Army in the Second World War. He lost control of the family firm, which finally went into liquidation in 1967. In the early 1970s, when Manchester was still a relic of the industrial revolution and its landscape littered with disused factories and mills, I used to travel to school by train from Altrincham (along the lines where the Metrolink now runs), and can remember seeing a building in the Cornbrook area with the name "Richard Haworth & Co." painted in bold letters along the top.

Reputedly High Lawn has been used as a school and a hospital, but I have not been able to establish when this occurred. In the absence of any corroborating evidence of the above, I surmise that some confusion may have crept in between the house and *Haigh Lawn*, the mansion on St Margaret's Road, which during the First World War was lent by its owner as an annexe to Altrincham General Hospital for the treatment of injured officers from Britain and the Colonies. The failure of the cotton industry, followed by the depression of the 1920s and 1930s, had a disastrous effect on the fortunes of people in Bowdon, and at the outbreak of war many elegant properties were turned into auxiliary hospitals, centres for the billeting of troops or merely for storage. I have heard on good authority that during the last war the belvedere at High Lawn was used as a vantage point, and when aeroplanes belonging to the Luftwaffe were seen approaching, an alert would be sent for the air raid sirens to be sounded in Manchester.

It seems amazing that when the house and land were sold in December 1945 the consideration was a mere £5,075 - a sum less

than Mrs Haworth's husband had paid for it almost exactly half a century before in Queen Victoria's reign – but the world was now a very different place, with very few wealthy industrialists looking for a suitable home. It was only 7 months after V.E. Day and five months after the election of the Attlee government, and the demand for a grand mansion which required a large complement of servants to tend it must have been at rock bottom. It was, however, to prove an excellent opportunity for a local building contractor, 39-year-old Albert Allen, who set about converting the mansion into nine small self-contained flats, making ten dwellings including the cottage. The stables buildings at the rear with their tiled walls were used to provide garaging facilities for those flats and the lodge used as accommodation for the caretaker and his family. In 1950 he sold the house on for £11,250 with tenants in place, the annual rents ranging from £80 for the cottage to £275 for the three largest flats. The house now only stood in an area of only 6,790 square yards, as he had hived off most of the land on the north and east and divided it into fifteen building plots. Post-war building restrictions were now lifted and over the next five years or so Mr Allen's company J H Smith (Hale) Ltd built houses on the plots, some to variations of a standard design but mostly to individual ones to the purchasers' specifications. They formed Heald Drive and Heald Close, though two of them had Heald Road as their front border. Many have been altered or extended over the years, but the secluded yet convenient location has helped to ensure that changes of ownership have been infrequent. There has been a marked tendency to follow the precedent set at High Lawn in the 1860s of keeping the house in the family, and up until late 2018 out of the original fifteen dwellings, eight were still owned or occupied by the first or second owners or their children. Albert Allen was a well-known figure in the Altrincham area. In the early 1960s he went in to build the Altrincham Ice Rink on Devonshire Road, and in the 1970s, at an age when most men would have given up work, he built the Cresta Court Hotel in Church Street, and ran them both as chairman alongside his building company. He never retired and died in 2002, aged 96.

The status quo at the mansion continued for a quarter of a century, but the 1980s were to see a total transformation. Having passed

through a succession of private landlords it was bought by Peter Mather, a former insurance salesman who had turned to dabbling in property development. He proposed several schemes involving the demolition of the outbuildings and replacing them with either flats or town houses, which met with strong opposition from nearby residents. Finally he obtained permission for a development of six dwellings which only required partial demolition and comprised new and existing buildings. The accommodation at the cottage was extended, as was the lodge by conversion of the cellars into basement rooms. The stables were converted and extended to form two mews cottages. The main coach house was demolished and partly in this space a split-level studio house was built. This and one of the cottages had vehicular access from Heald Drive. Finally the huge glass canopy over the original coach washing-down area and the wall which supported it were demolished. This enlarged the gap between the main house and the lodge and here a small square-shaped house entitled 'The Villa' was constructed. The development was completed in 1984 and was styled "High Lawn Village." The mansion had been in state of genteel decay for some time and the brochure had referred to a "Phase Two" involving refurbishment of the nine flats therein, but this did not materialise. As tenants moved out they were not replaced and with little or no maintenance work carried out before long it was in a state of serious disrepair.

Massive changes came about in 1987 when P J Livesey Developments bought the mansion. The entire centre of the house, roof and floors were removed leaving only the external walls in place and a new steel framed inner structure was erected. Excavations at the front made space for three garden apartments with the terrace reinstated above them. The original cellars on a similar level were utilised to create an underground parking area. The two floors of the main body of the house were extended slightly and four more apartments were created here. The original belvedere having been demolished, a new one of similar appearance was built. The removal of a large number of chimneys provided space for a much larger structure which was erected at a higher position, leaving space for another floor and terraces underneath. These two levels were used to create a showpiece penthouse apartment reckoned to

be the highest residential point in Bowdon. Overall there were eight apartments with floor areas ranging from 2100 to 3900 square feet and fitted to the most luxurious of specifications. The communal entrance areas had marbled lofty halls with full height mirrored timber panelling and large crystal chandeliers. Not surprisingly for such an up-market development, they all had hefty price tags and the publicity circulated at the time suggested that the penthouse at over £500,000 was the most expensive apartment outside London.

There is some truth in the argument that these changes have ripped the heart and soul out of the original house and only the basic shell survives. Another point of view might be that towards the end of the twentieth century, just as the city of Manchester had still not got away from its Victorian past and needed to be reinvented, so too High Lawn needed a transformation and new identity, and that both got what was required. The changes have brought a whole new influx of residents who in their own ways could be said to represent the present day and age, just as the early families reveal much about their own. They might make an interesting project for some future amateur local historian!

© Ian Bryce

September 2010

Revised December 2012 and October 2019

Bowdon's Link with the War Poet Laurence Binyon

Dr Robert Laurence Binyon CH, commonly known as **Laurence Binyon (1869-1943)** secured a lasting place in history. He was one of 16 great war poets commemorated on a slate unveiled in Westminster Abbey's Poets' Corner on the 11th November 1985. It is not generally appreciated that this man who penned ***The Fallen***, a poem which contains some of the most evocative words in the English language and most often recited, was from a Bowdon family.

The fourth stanza has been claimed as a tribute to all casualties of war, regardless of nation:

***They shall grow not old, as we that are left grow old
Age shall not weary them, nor the years condemn,
At the going down of the sun, and in the morning,
We will remember them.***

Laurence Binyon was educated at St Paul's and Oxford, where he read classics. He worked at the British Museum between 1892 and 1933 and was Keeper of the Prints and Drawings department. In 1904 he married Cicely Margaret Powell, a historian, with whom he had three daughters. Later in life he was appointed Norton Professor of Poetry at Harvard and Byron professor of English Literature at Athens University. Throughout his life he worked as a poet, playwright and art historian. In the first world war he volunteered for the Red Cross, assisting wounded soldiers as an orderly in 1916. Two years earlier, moved by the outbreak of war and the high number of casualties of the British Expeditionary Force, while visiting cliffs in Cornwall, he penned the poem ***The Fallen*** which was published by The Times on 21st September 1914. It was later to adorn war memorials throughout Britain, is often recited at

Remembrance Sunday Services here and Canada and is an integral part of Anzac Day services in Australia and New Zealand.

The Quaker Binyon family had moved here from Kendal and were generally respected for their sterling integrity. Lawrence's grandfather **Alfred Binyon (1800-1856)** was one of eight children born to **Benjamin Binyon (1768-1835)** and Deborah Burt. His father had been one of



Alfred and Lucy Binyon

six children born to **Benjamin Busby Binyon (1727-1823)** and Ruth Wakefield. Tradition stated that her father Roger was a rich banker who provided Richard Arkwright with the capital to begin business in the cotton trade, though it was her half-brother John (1738-1811) who founded the Wakefield bank in 1788. Alfred's father was a partner in a twine manufacturing firm called Binyon and Taylor, and later had a shop and restaurant. He had an uncle who was a cotton manufacturer. There was also two male cousins who were tea dealers, coffee roasters and chocolate makers and two female cousins who carried on a tea business and a ready-made linen warehouse. His own early business ventures were not, however, very successful. He built the Borough Buildings, where most of the shops remained empty, and after changing hands several times they were disposed of by means of a lottery, the tickets costing a pound each. Around 1820 he took over a failed dye works at Ardwick Bridge, Chorlton-on-Medlock and running it for five years, by which time he was financially embarrassed.

His fortunes evidently improved markedly from 1828 when he married Lucy Hoyle, two years his junior, at the Friends' Meeting House in Manchester. She was one of the daughters of the proprietor of Thomas Hoyle & Son, a large and successful calico

printing business. Six years later her father died and he was admitted a partner, along with his brother-in-law William Neild, subsequently of High Lawn Bowdon (see my booklet on *High Lawn*) and another brother-in-law Joseph Compton, into the business that her grandfather had founded in 1782.

The 1841 census records them living at Chorlton Lane, Stretford, with three sons and two daughters (two more daughters died in infancy), a governess and four house servants. In 1851 they were at a house named *Bella Villa* in Moss Side, a pleasant and respectable neighbourhood. The eldest son and two daughters were still there, another daughter had been born, the second son was away at school and the third apparently died. There were also a governess, a nurse, a cook, an under cook, two housemaids and a footman. The house had disappeared by 1931 when the Whalley Range estate was being built.

Over in Bowdon, Alfred's sister, also named Lucy (1811-1883) lived with her husband George Robinson, a tea and coffee merchant, at *The Cedars* on Langham Road (now a care home). Just across the way his in-laws the Neilds were living at *High Lawn*. They, in turn, on the East Downs Road side of their house, had their married daughter living at an adjacent house *Fir Bank* and only a few years later their married son would be living at another one *Dingle Bank East*. One gains the impression that this lovely neighbourhood was being colonised by these inter-related families. Alfred bucked the general trend of settling here himself (though he did buy some land and build houses on it – see my paper on East Downs Road) and instead decided to re-locate much further afield.

On impulse he bought a small estate about a mile outside Grange-over-Sands on the Windermere road leading to Lindale with a view to erecting a family residence there to be called *Merlewood*. It was chosen for its elevated position, having extensive views to the south over Morecambe Bay and to the North-East over inland country, the West and North-West being sheltered by a romantic woody hill called Eggerslack. The Ulverston Advertiser reported that on 19th May 1853 there was a ceremony in which the first stone was laid followed by a speech from Alfred. The Lancaster Borough Band

played the national anthem and other airs, and his workmen were given a lunch of bread, cheese and ale. The Binyons took up temporary residence at a nearby house named *Yewbarrow Lodge* while the Elizabethan-styled gabled house was being constructed. On 11th September 1853 whilst on holiday in the Pyrenees he wrote home to his architect George Webster saying “I often think of Merlewood and wish I could have daguerreotypes sent me of its progress. I am getting anxious to return although I have received decided benefit from the change of air and scene.”

Lucy Binyon is known to have died in the Pyrenees eight weeks later on 6th November 1853, age 51, which prompts the question of whether she may have been ailing for some time. If so, that would account for them taking a long holiday in this region and might shed some light on their decision to move so far away



Merlewood

from Manchester and its polluted atmosphere. She is recorded as being buried that month in the Protestant part of the public cemetery at Bagneres de Bigorre, Hautes Pyrenees. The town was famous for its 50 hot springs, which were recommended for nerve, lung and digestive complaints, and in August the following year the *Westmorland Gazette* reported that a grand fancy bazaar had been held at *Yewbarrow Lodge* in aid of the erection of a protestant church there. Work continued on not only the construction of the mansion but also the creation of landscaped gardens with extensive plants and shrubberies. Large quantities of goods were transported there, causing considerable extra work for officials of the Lancaster and Carlisle railway. The *Lancaster Gazette* reported on the 14th April 1855 Alfred hosted an evening for them at the King's Arms in Milnthorpe, where they were treated to a grand supper. The station master “proposed the health of Mr Binyon, and long may he live to enjoy his new habitation”, but this was not to be, for he died on 21st

April 1856 (age 56) from atrophy of the heart and dyspnoea, and was buried in Lindale.

Merlewood

The house in which he had invested so much time, money and commitment (pictured from Eggerslack) became a Grade 2 listed building in 1975 and has had a chequered history. After his death it was sold to Eliza Horrocks, widow of Samuel Horrocks of the cotton manufacturing firm Horrockses, and stayed in her family till 1930. A few years later it was turned into a hotel, before being requisitioned by the War Office in 1940 as a training centre. It was converted back into a hotel in 1947 before being bought by Nature Conservancy in 1951 and turned into laboratories known as Merlewood Research Station. In recent years it was acquired by HPB (Holiday Property Bond – a timeshare company) who completely renovated and restored the house, created nine apartments and leisure club in the mansion and built 46 cottages in the grounds.

As the elder son it is perhaps only to be expected that **Alfred Binyon junior (1832-1907)** appears to have joined the family business. In 1851 at the age of 18 he was living in the parental home and described as an apprentice calico printer. He would have become a man of substance following the deaths of his parents, and by 1861, still in his twenties, he was living in Bowdon on Green Walk with a wife (Sarah Clarke, whom he married in 1857 at Bowdon Parish Church) with a daughter, son (yet another Alfred) and three house servants. Later that year another son was born but he died aged 10 months. By 1871 there was another son and daughter (though only two servants) but they had moved to another house – *West View* – on an unnamed highway off Park Road (now known as The Springs). Interestingly, his occupation was now showing as a Captain of the 40th Lancashire Rifle Volunteers. They had been formed in 1859 and the records show that he had first been commissioned as an Ensign in June 1862 and made a Lieutenant in February 1863.

The volunteer corps were spare-time soldiers, rather like today's Territorial Army. Largely middle-class organisations, they were

dominated by “gentlemen”, tradesmen, artisans and clerks. Evidently on census day Alfred was involved in some activity with his battalion, although the British Empire does not look to have been engaged in any military campaigns at the time. They were at the same house in 1881, by which time the elder son and daughter had left home, and his occupation was described as a merchant in printed cotton, so he had possibly parted with the family firm. By 1891 he was described as living on his own means and at *Laurel Bank* on Stamford Road, the younger son now having left home, and just one servant. By 1901 they were in South Road, the younger daughter Ethel, 36, still at home and described as a governess, working on her own account at home. At the time of his death in 1907 they were at *Leanfield* on Winton Road. His wife Sarah survived him and lived until 1922, when she would have been about 83.

There is a noticeable tendency for the younger sons of wealthy textile families to have entered the clergy, and this was the path followed from a young age by Alfred junior's sibling **Frederick Binyon (1838-1920)**. In 1851, age 12, he was a scholar living in Grantchester, Cambridgeshire, at the home of a curate. Completing his education at Cambridge University he was ordained a Deacon in 1861 and started his career as a curate, firstly at Blackburn, then Lancaster. Ordination as a priest, by the Bishop of Manchester, took place in 1865, and the following year he married Mary Ann Dockray, from a Quaker family. Her father, Robert Benson Dockray, was the main engineer of the London and Birmingham Railway. They would go on to have seven sons and two daughters, though only four sons and one daughter survived childhood. Between then and 1892 he had four ministries in total, at Burton-in-Lonsdale (Yorkshire), Hammersmith, Fulham (both London) and finally Winchcombe, (Gloucestershire). It was Frederick's second son, Laurence who rose to fame as the War Poet.

Sources

Dictionary of Art Historians: Laurence Binyon.

Laurence Binyon's commission as an ensign: *Edinburgh Gazette*.

Merlewood, Grange-over-Sands, John Beckett.

The Heald and Hall families

There is a strong tendency for our local roads, particularly the older ones, to have been named or renamed after prominent local families, the main thoroughfares Stamford Road and Langham Road being but two examples. Since the 1850s they have been connected by Heald Road, which begs the question of whether there were some minor aristocrats or a civic dignitary who bore that name. The houses were built on an area known as *Heald Common* and there was also an expanse of land just south of Langham Road once known as *Heald Moss*. The consensus of opinion is that the original derivation was from the Old English words *healh* or *helde*, meaning a steeply-sloping area or protected area. My research into the subject revealed a Heald family who had once lived in Bowdon and Hale, and who were linked with some well-known persons. Their story spans three continents, and though devoid of influence on the naming of roads around here, it is one worth recounting.

Although the family had originated in Yorkshire, **Nicholas Heald (1803-1896)** was born in St John Hackney, London, one of six children born to a Joseph Heald and his wife Rachel (née Marsden), and, having married Mary Helen Coates (1812-1898), a native of Manchester, in 1832, came to live in the city the following year. By 1845 they had three sons and three daughters, mostly born in the Eccles/Pendlebury area, and in 1861 were living in the Bredbury Hall area of Hyde. By 1871 they were established in their “home for life” which was *Brunswick House* on The Firs in Bowdon, a semi-detached residence adjacent to the junction with St Margarets Road i.e. where the *Woodridings* apartment blocks now exist.

By all accounts Nicholas had a chequered professional and business career. When he moved to Manchester it was to practise law. He was subsequently in the calico printing business, firstly in partnership with his brother-in-law John Coates and two others, but this was dissolved in 1840. When the Lancashire Insurance Co, was formed in Manchester in 1859, he was its first chairman. In 1871 his occupation was given as merchant/calico printer, then in

1881 and 1891 as a merchant only. Along the way he also worked for a banking concern and as a secretary to the engineer and entrepreneur Sir Joseph Whitworth, though the dates of these are not known to me. On his death at the age of 93 he left estate valued at £254 15s.

The second son **Walter Heald (1841-1925)**, was educated at Manchester School and Rugby before going up to Cambridge in 1859 but had to leave after about a year following the collapse of his father's business, and joined Williams Deacon's Bank. In 1866 he travelled to South America for several years, where he represented a firm of exporters, Krabbé Higgins & Co. of Buenos Aires, and was initiated there into the Excelsior Lodge of the English Freemasons. The following year he, along with four other English migrants, formed the Buenos Aires Football Club, the first association club in Argentina. In 1871 he was recorded as a merchant's clerk staying in Bowdon with the family and their servants but the previous year in Buenos Aires he had become engaged to Miss Emily Isabel Elaine Krabbé (1852-1926), the daughter of his employer, and they were married in 1874, going on to have two daughters and two sons in the ensuing eleven years. The bride's father Charles Brehmer Krabbé (1818-1875), had been born in Falmouth, Cornwall (though the family originated in Denmark) and emigrated to Brazil.

Walter returned home with Emily to join the family business and in 1881 they were living in Ashley Heath, declaring his occupation as an export merchant to Manila. I believe that their house was named *Ford Bank* and situated on a large wedge of land at the fork of Ashley Road and Ashley Mill Lane North, nowadays occupied by several smaller modern houses. By 1887 however the business was again in difficulties and he withdrew from it, resulting in a move to the south of England. The AGWR (Argentine Great Western Railway) was then being formed and he became the Secretary of its London office, living in Hampstead, London, in 1891, shortly afterwards moving to Bromley, Kent and finally to Weybridge, Surrey in 1904. He was a freeman of the City of London, having been admitted in 1872 by Patrimony (i.e. by virtue of his father being a member) into the Company of Merchant Taylors and from 1914-

1919 served as a special constable in the Surrey Constabulary. Whether due to luck, thrift or shrewdness Walter died a wealthier man than his father, his estate being valued at £24,323 3s 9d and his widow's the following year at £39,777 8s 7d.

His elder son **Walter Marsden Heald (1885-1957)**, became a barrister having served in the Territorial Force (Suffolk Regiment) in the first World War, firstly as Sergeant, then Second Lieutenant from May 1915. Wider recognition was achieved by younger son **Charles Brehmer Heald CBE MD FRCP (1882-1974)** (right). Educated at Cambridge, he undertook his clinical studies and graduated at St Bartholomew's Hospital,



London. He was consultant physician at the Royal Free Hospital and subsequently consulting physician for rheumatic diseases at Middlesex Hospital. He had the distinction of serving as a medical officer in all three branches of the armed forces during the First World War, having been a temporary surgeon in the Royal Navy on the battleship *Conqueror*, a temporary lieutenant-colonel in the Royal Army Medical Corps and principal Medical Officer in the RAF Middle East, where he took his pilot's wings. After the war he took a keen interest in electrotherapeutics and played a leading role in the development of physical medicine. In 1915 he married Edith Hildegard Mason (1894-1980) with whom he had three daughters, but the marriage evidently did not endure for the rest of his life. Some of the family papers held in the Manchester University library are described as the gift of Dr Heald "and the estate of his common law wife Florence Lucy (Kit) Greenhill". Records are in existence showing that a person of that name was born in 1907 and died in 1997, having registered as a nurse in London in 1931 and qualified by examination at University College Hospital, London.

The doctor was close to his eldest daughter **Nancy Heald (1916-2007)**, who was educated at Benenden and presented at court in the last year of King George V. She worked voluntarily for charities in London, and in 1937 she was on a trip to the Antipodes to assist in settling needy British children in overseas dominions when in New Zealand she met an Australian Sir Vincent Fairfax. He was one of the fourth generation of a family who had emigrated from Leamington Spa to Sydney in 1838 and risen to prominence as media proprietors, especially in the area of newspaper publishing and in some cases also in the arts and philanthropy. They married in 1939 in London (where Vincent managed the Fairfax office) and returned to live in Australia just as the second World War was being declared, going on to have two sons and two daughters. By permission of the Queen, she was styled Lady (Vincent) Fairfax to avoid confusion with a neighbouring Lady Fairfax, who was the wife of Vincent's cousin Sir Warwick. She had great organising ability in several fields and was generous with her time and donations to worthy causes.

Nancy's grandfather Walter had three sisters and in 1866 the youngest of them, **Kate Heald (1842-1932)**, was married to **John Hall (1834-1896)** who was from a family of prominent Unitarians who were successful iron and steel merchants and manufacturers. The family firm Hall and Pickles was founded in 1812 and is still one of the largest independent stockholders in the United Kingdom, now in the hands of the 7th generation and operating in locations all over Great Britain. Over the next 12 years they had four daughters and two sons. In 1871, by which time the first three children had been born, they were living in Groby Place, Altrincham with four servants. The following year they were to move to a much larger new home called *The Grange*, which was constructed for them in the parish of Ashley Heath. As its name might imply, the house benefited from an idyllic rural location, built on the north side of the Bollin valley with fine views over it, and accessible either by a long driveway from the lower end of Broad Lane or an even longer footpath from Bankhall Lane. Thus it remained until the surrounding area became built up in the early 1900s, whereupon it became the house furthest along on Rappax Road, and nowadays will be familiar to many as the

Altrincham Priory Hospital. On census night in 1881 Mr and Mrs Hall were not at home but staying at Sandal Grange, Sandal Magna in Yorkshire, where one John's sisters (Mary Byfield Hall) was married to William Marriot, a colliery proprietor. The children, ranging in age from three to fourteen, remained behind at *The Grange* attended by a governess, cook, housemaid and two nurses. By 1891 the elder son, also named **John Hall (1870-1930)**, was shown as being an iron merchant with his father. He went on to be Director of steel production at the Ministry of Munitions during the First World War.

The life of the second daughter **Edith Byfield Hall (1868-1970)** (right), is notable, and not just on account of her exceptional longevity. She was of a musical disposition and was a friend of Hans Richter (the Hallé conductor from 1899 to 1911). Amateur music-making at home



was then popular in the Bowdon and surrounding area, and she hosted several musical evenings at *The Grange* around 1907. At one of them she is recorded as having performed on the piano with a Miss Richter (presumably daughter of the above) and with Miss Jordan, who was sister-in-law to Carl Fuchs, the cellist in the Brodsky Quartet. In October 1914 she was engaged in the British Red Cross and three years later recorded as being appointed as commandant to one of their 3,000 auxiliary hospitals, at *Raynor Croft* on Green Walk, Bowdon (now the Bowdon Croft private hotel) with an annexe at Hilston House at the far end of that road. The hospital had been transferred there from Brachendene on Charcoal Road, which ultimately became the Iranian consulate and is sadly now in a totally derelict state.

It was not until 1932, following the death of her mother, that Edith left

The Grange after six decades, together with her spinster sister Connie (Constance Marsden Hall, 1873-1960), and moved to a house on Green Walk near to Bowdon village centre. The new home became known as Byfield House and later simply Byfield, which was their paternal grandmother's maiden surname and makes several appearances in the family tree as a middle name. Together with the adjoining house Lynwood it would eventually become the premises of the Transform Clinic and at the time of writing is going through a second transformation (pardon the pun) into a development of luxury apartments to be known as Highbank which was the original Victorian name.

The passion for and involvement in music continued into her twilight years. A great occasion was made of her 100th birthday in August 1968, when she was visited by Sir Adrian Boult (a fellow Unitarian, previously Chief Conductor of the BBC Symphony Orchestra of the London Philharmonic Orchestra) and photographed in the national press with Sir John Barbirolli, who had helped save the Hallé Orchestra from dissolution in 1943 and conducted it for the rest of his life. The picture of them shown is inscribed "*for Alice with love, love Edith Hall*". The recipient was a Miss Alice Knowles, her housekeeper and companion, and in 1989 she passed it on to the late Marjorie Cox, the Chairman of the Bowdon History society from its foundation until 2008.

Sources:

Altrincham Streets & Places in altrinchamheritage.com, David Miller.
Heald Family Papers, The University of Manchester Library.
Cambridge University Alumni and Clergy UK.
London Gazette.
Royal College of Physicians – lives of Fellows.
Sydney Morning Herald.
Wartime Memories Project.
Marjorie Cox correspondence archives.
ancestry.co.uk – Watson family tree and general public records.
old-maps.co.uk.

The Origins and Evolution of East Downs Road

1840 and 1841 were important years in the history of Bowdon because land in the area owned by the Assheton Smith family was sold off for residential development. The family originated from the Asshetons of Middleton and had succeeded the Breretons at Ashley Hall by marriage when **Ralph Assheton (1594-1643)** married Catherine Brereton, whose father had died without male issue. He was succeeded by his son **Thomas Assheton (1633-1684)** and in turn by his son, **Thomas Assheton (1678-1759)** who was to enhance their future fortunes considerably in 1724 when he married **Harriet Theodosia Smith (1699-1773)**.

The Smith dynasty had held the *Tedworth* estate at Tidworth in Wiltshire since 1650. Her father, John Smith (1655-1723), had been a famous political figure, a Whig Member of Parliament for Beeralson, Devonshire, and later Andover. He went on to become Chancellor of the Exchequer and Speaker of the House. His father of the same name had been granted the manor of the *Vaynol* estate in Snowdonia in 1699, and John inherited it when his elder brother died without issue. On his death the estates passed to his son Captain William Smith, the brother of Harriet. William died childless in 1773, 36 weeks after his sister, having left his estate to her son (another Thomas, born in 1725) who changed the family name by appending his uncle's name to it by act of Parliament. Thus he was now known as **Thomas Assheton Smith**, but not for long, as he died in 1774.

The Ashley estate went for life to the younger son William Henry Assheton Smith (1756-1839), the elder one **Thomas Assheton Smith II (1752-1828)** inherited both the *Tedworth* and *Vaynol* estates and moved away from this area. *Vaynol* amounted to over 35,000 acres, much of it rented out to tenant farmers, and he amassed substantial wealth by exploiting the rich deposits of slate

on his land. He played a major part in the emerging Welsh slate industry by developing the Dinorwic quarry on his estate at Llanberis and also Port Dinorwic as a point of export for the slate, connecting them via a private railway. In 1793 he built a magnificent Georgian Villa on the estate, called *Vaynol Hall*, overlooking the Menai Straits, where he stayed for a few months each year, with a coastal landscape park added in 1820. A dyed-in-the-wool Tory, he was Member of Parliament for Caernarvonshire from 1774 to 1780 and for Andover from 1797 to 1821 and a keen sportsman noted for his involvement in cricket.

Thomas Assheton Smith III (1776-1858, pictured), the eldest surviving son, was born in Westminster, London and followed in his father's political footsteps firstly by taking over the Andover constituency from 1821 and holding it for 10 years, and later by representing Caernarvonshire from 1832 to 1837. He was known for pioneering work on steam yachts and was an all-round sportsman, noted as a pugilist at Eton School and later as one of the outstanding amateur cricketers of the early 19th century.



Following the death of his father he lived at Tidworth where he rebuilt *Tedworth Hall*, and in summer enjoyed sailing in the Straits adjacent to *Vaynol*. He was a crack shot and a fanatical fox-hunter, out with his hounds four days a week until a year before his death, acquiring the sobriquet 'the British Nimrod'. On the death of his uncle William he inherited the Ashley estate, but it was in financial difficulties as he had five sisters needing annuities, and in 1840 he sold it to William Tatton Egerton of Tatton Park.

By 1841, in his mid-sixties and having few remaining ties to, or interest in, our locality he cashed in on the demand there for building

land, disposing of various holdings. Amongst these were three arable fields, each between 4 and 5 acres, tenanted by a George Pimlott, on the south-facing slopes of Bowdon Downs and with splendid views over the Cheshire Plain. They were named on tithe maps, from east to west, *Davies Lane Field*, *Great Downs* and *Nearer Downs*, and should he have wanted to exercise some influence over how the area was developed, the seller could have divided the fields into building plots, imposed covenants and sold them off individually. As this was not the case, he sold them as single units to three separate buyers and left it to them to decide what use was made of the land. It transpired that they were to use them in three very different ways.

The sales were concluded concurrently in July, and five months later the three purchasers agreed between themselves that a new road eight yards wide should be laid across the land from west to east. The road would have not only have facilitated the creation of a new neighbourhood but also fulfilled a practical need, as access from the south (i.e. Langham Road) entailed ascending 30 feet on a steep gradient – quite a challenge in the days of horse-drawn vehicles. The copy of the indenture illustrated on the next page shows the proposed road starting at the highest point on *Nearer Downs* and keeping to the same land contour as much as possible whilst still allowing room for building plots of a reasonable depth to be created on either side.

The new road, to be known as **East Downs Road**, only continued as far as the border of *Davies Lane Field*, since the purchaser was retaining the land for the exclusive use of himself and his family. This was prominent Manchester businessman and civic leader **William Neild (1789-1864)**, who over the following two years constructed, in grand Regency style, the grandest mansion in the area and named it *High Lawn*. In the next two decades he would go on to acquire two further plots of land on the east from the Earl of Stamford, extending his grounds as far as Heald Road, remodelling the house in Italianate fashion, and adding the crowning glory of a belvedere, to a design by Alfred Waterhouse. A portrait of Mr Neild is shown on the back cover and there is much more about him, his

life, career and family, and subsequent owners of the mansion in the paper “*High Lawn, Bowdon, in Victorian times.*”



Indenture dated 1841 showing the proposed new East Downs Road across Nearer Downs Field & Great Downs Field.

The adjacent field, *Great Downs*, was bought by **Alfred Binyon (1800-1856)**, the brother-in-law of William Neild and also one of his co-partners in the family calico printing business founded by their wives' grandfather in 1782. Here he created and sold six building plots, which were generously-sized, particularly on the southern side, being designed to accommodate detached or semi-detached villas which were large, although not on the scale of *High Lawn*. The houses were built in the distinctive pale 'white Bowdon brick' and were owner-occupied, which was then not the norm. In 1850 only 26 out of 113 houses on a Church Rate Assessment were recorded as such. Mr Binyon did not come to live in the area himself but his son and namesake would later become a long-term resident. Details of their lives and families can be found in the February 2015 *Sheaf* article entitled “*Bowdon's link with the war poet Lawrence Binyon.*”

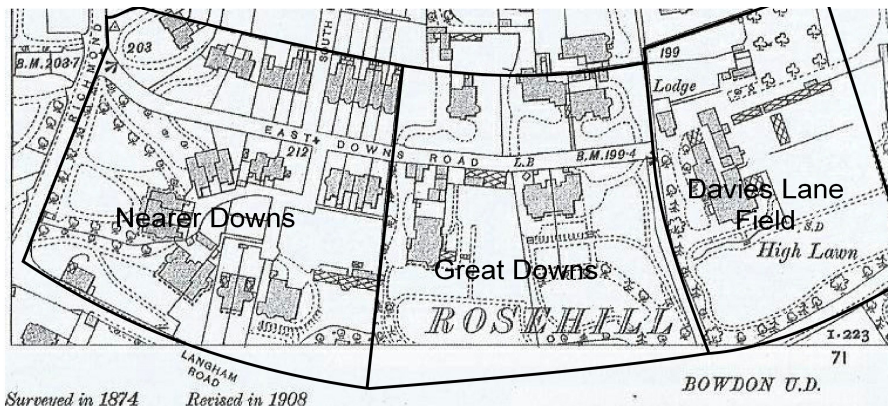
Later in the 1800s, a notable resident of one of these houses *Summerfield* (later Cransley School), was Abel Heywood, a publisher and radical who served two terms as Manchester's Mayor.

Perhaps the most interesting, and certainly the most diverse, use of land was made by **John Barratt (1773-1848)** the purchaser of *Nearer Downs*, a local man and a merchant in Manchester. The tithe records show him as having extensive land holdings all over North Cheshire, but there is no connection, as far as I am aware, with the modern house-building company that bears his surname. He kept the land in his family, dividing it into two parts and endowing it to the next generation.

His son-in-law Richard Hampson (1811-1866) was given a slice of land along the west side where he planned, built and continued to own a series of houses, which were not detached but arranged in pairs and threes giving the impression of being grander than was actually the case. His solicitor son, James Barratt (1807-1866), acquired the larger portion of the field and built a small number of houses – one of them being *Rose Hill Cottage*, which was sold in 1844 along with some adjoining land, to John Spence, a Manchester surgeon.

In 1847 Mr Spence sold off some of his land on the east side to two Manchester grocers, who built an imposing pair of semi-detached houses on it, and in 1850 he sold the house itself. The bulk of James' part of the field, however, was sold off in individual plots, many quite small ones, to buyers who built on them in different styles, the outcome being a remarkable and charming collection of houses of varying size and appearance. These included a small terrace of four houses in the Palladian style (numbers 10/12/14/16) which were built in 1845 for a man named Perkins and became known informally as 'The Candle Ends'. The story is that Mr Perkins was the butler to the then Earl of Stamford and by collecting and selling the candle ends from Dunham Hall, he was said to have made enough money to build those four houses. When the area was mapped in 1876, there were a total of 31 dwellings on this

former field, one of them being the single-storied *Swiss Cottage* on Langham Road (opposite the Vicarage Lane junction), which in recent years has been shielded from public view by tall fencing.



1874 OS Map showing East Downs Road with Nearer Downs Field, Great Downs Field & Davies Lane Field superimposed & the initial buildings including High Lawn on the latter field.

In 1876 the name of the road on the west side was shown as *Rose Hill Road* but when the maps were revised in 1908 it had been given the present name *Richmond Road* with the name *Rosehill* (a Victorian invention) applied to this area as a whole. It is remarkable how the density of the housing increases from right to left, and not difficult to discern where the original field boundaries existed.

During the 1950s and 1960s there was some infill development on East Downs Road, with three smaller houses built in the grounds of the large villas in the *Great Downs* area, one of which was to the design of and occupied by the composer, poet and craftsman Thomas Pitfield. During the present century those recent houses have all been demolished and replaced with larger ones of strikingly differing designs. Inevitably some of the larger houses built in the mid-1800s have been turned into luxury apartments but it is gratifying to note that, unlike those on the parallel West Road, all of them have escaped the bulldozer.

Sources

David Miller, *In Memoriam: Thomas & Alice Pitfield*, Bowdon History Society. Gwynedd Archives: Caernarfon Record Office: Vaynol papers.

Joanna Williams, *Manchester's Radical Mayor: Abel Heywood*.

Marjorie Cox – archives of notes and correspondence.

Welsh Historical Gardens Trust.

Richmond Road, Bowdon

The houses on the west side

I wrote about East Downs Road in edition 58 of *The Sheaf* and readers may recall that the houses on the west side of *Nearer Downs* field (i.e. those nearest to Richmond Road) were built and owned by a **Richard Hampson (1811-1866)**. In addition to this land he acquired the two steep-sloping fields named *Church Croft* and *School Croft* on the other side of Richmond Road (i.e. the land bordered by the Church School, St Mary's churchyard and Langham Road) and built a further nine houses there.



Richard Hampson Joynton

Richard Hampson was a silk manufacturer and up to 1845 had been a partner in a firm known as Peter Joynton & Co. in Fountain Street, Manchester. His sister married one of the other partners, and ownership of the houses eventually passed to one of her sons, **Richard Hampson Joynton (1839-1908)**. He was a silk merchant and JP, and described as “a Manchester evangelical Tory”. He lived at *Chasefield* on Park Road, (where there are now several detached houses on a private road of the



Grace Lynn Joynton-Hicks

same name). He was the principal benefactor of St Peter's Church, Hale, where his wife (Susan, 1836-1896) laid the foundation stone in November 1890. They had one daughter, **Grace Lynn Joynson (1873-1952)** who in 1895 married William Hicks (1865-1932), a solicitor and aspiring politician.

Following the marriage they combined their surnames and henceforth her husband was known as **William Joynson-Hicks**. He went on to have a distinguished political career, first entering Parliament in 1908 by defeating Winston Churchill in a by-election in Manchester North West and remaining an MP up to 1929, later representing Brentford and finally Twickenham. He held office as Postmaster General, Paymaster General, Financial Secretary to the Treasury, Minister of Health and was eventually Home Secretary in Stanley Baldwin's second government from 1924 to 1929. Popularly known as "Jix", he was a Privy Counsellor, and received a knighthood and latterly a peerage, becoming known as the 1st Viscount Brentford.



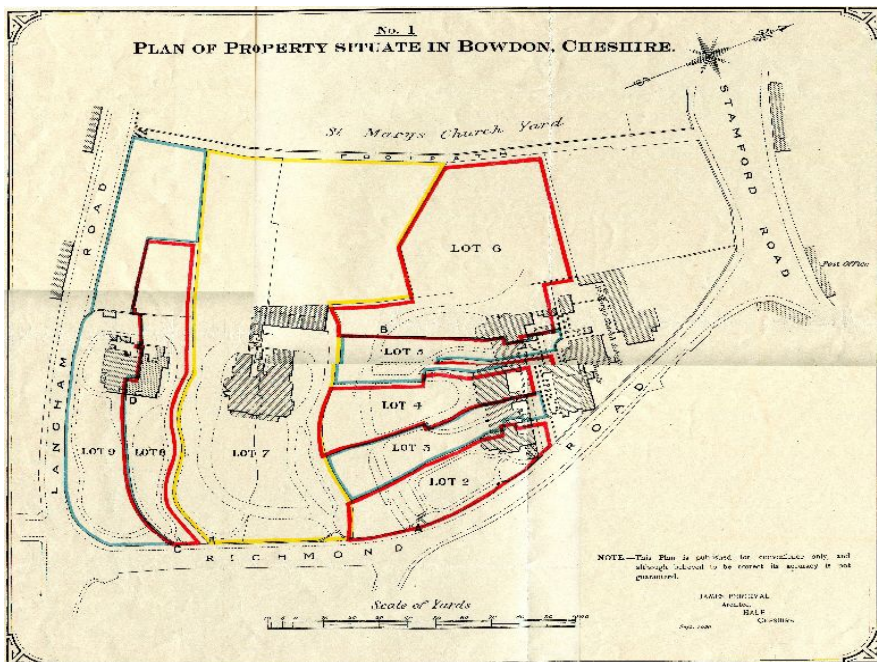
William Joynson-Hicks

In 1920, by direction of the Trustees of R H Joynson Esq. and Lady Joynson-Hicks, a portfolio of properties in Manchester and Bowdon were sold off by auction, including eight lots comprising the houses built in the above-mentioned fields. The auctioneers published particulars giving detailed information in respect of all the accommodation, the tenants and their tenancies. They commanded annual rents ranging between £42 and £115, while the land areas were between 804 and 8906 square yards, and the land rental being between £4 and £20.

The layout plan overleaf shows that on the lower part of the land (i.e. nearest to Langham Road) was a pair of semi-detached houses named as *No. 3* and *No. 4 Church Bank*.

Higher up was another pair of semi-detached houses, which were sold as a single lot, and then known as *Ingledeane* and *Church Bank*. It seems likely that these last two were originally No. 2 and No. 1 *Church Bank*, consistent with the practice for numbering adjacent pairs of houses adopted in the area. At the highest point on the land (i.e. nearest to the Church School) there was a terrace of five houses known as No. 1 to No. 4 *Richmond Hill* and (closest to the churchyard and with more extensive land) *Richmond Lodge*. They remain standing and thus named to this day.

All nine houses had been built on the *School Croft* field, with five of them later having had their grounds enlarged considerably when the adjacent field *Church Croft* was purchased from the Earl of Stamford. An intermittent dotted line on the auctioneers' plan shows where the boundary between the two fields once existed.



Plan of the properties on the west side of Richmond Road for sale in 1920

Ingledene and the adjoining house (sold as Lot 7) were combined into a single building which during the Second World War was used as a children's nursery. In 1946 it was purchased by the *Waifs and Strays Society* (which would later become the *Church of England Children's Society*) who used the building as a residential nursery home for 26 children up to the age of five and as a training school for nursery nurses. In the



*Ingledene on Richmond Road,
Bowdon (as a children's home)*

1980s it became a treatment centre for children with emotional problems and in 1989 a unit for teenagers to provide support for those making the transition from institutional care to independent living. It finally closed in 1991 and the building sold in 1992. It is now a private residence and forms part of a gated development known as *Richmond Green* with five modern detached houses on the land.

The remaining pair of semi-detached houses have been demolished and there is now a block of eight luxury apartments (which continue to bear the name of *Church Bank*) with a further detached home facing Langham Road at the rear.



