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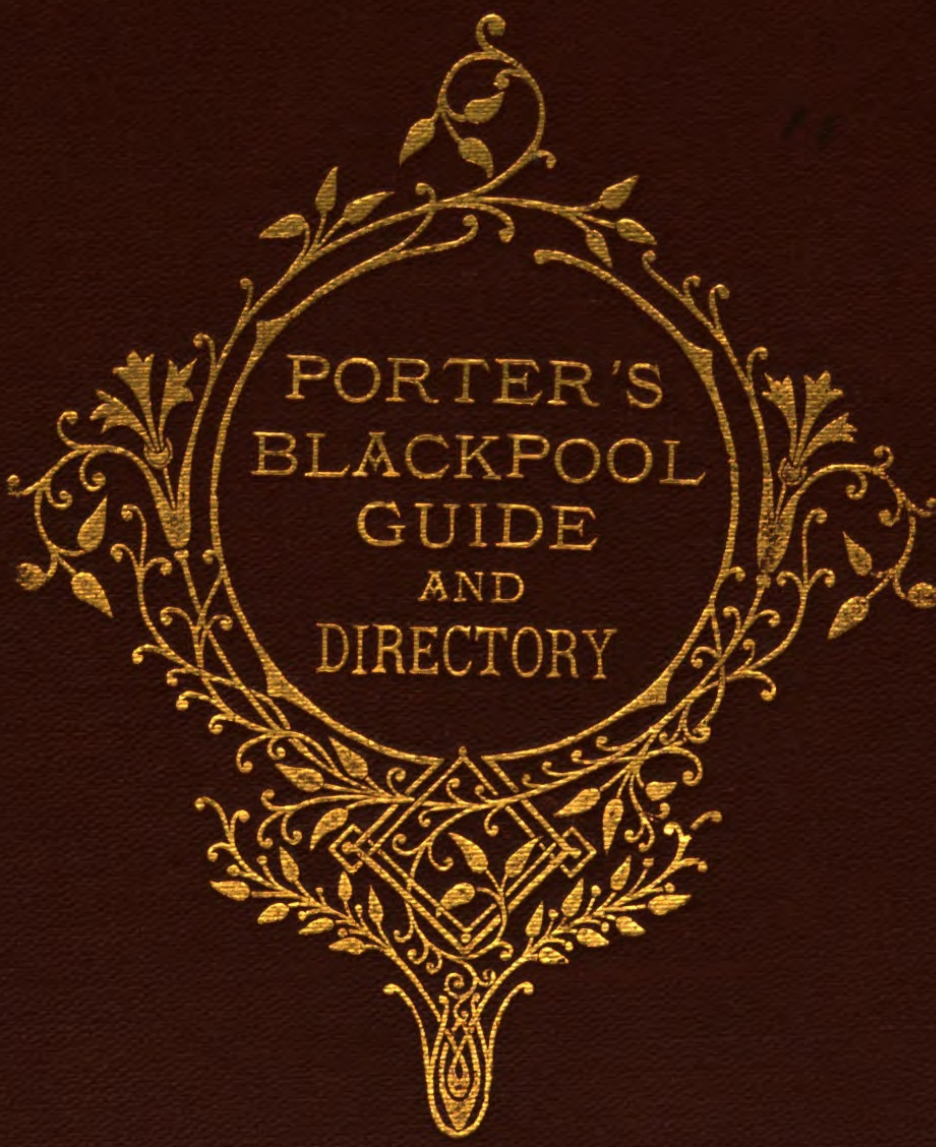
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PORTER'S
BLACKPOOL
GUIDE
AND
DIRECTORY

G. A. Lancs.

8° 801

bought from F. Weatherhead: report
list 12-64-62

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G.A. Lanes 8° 801



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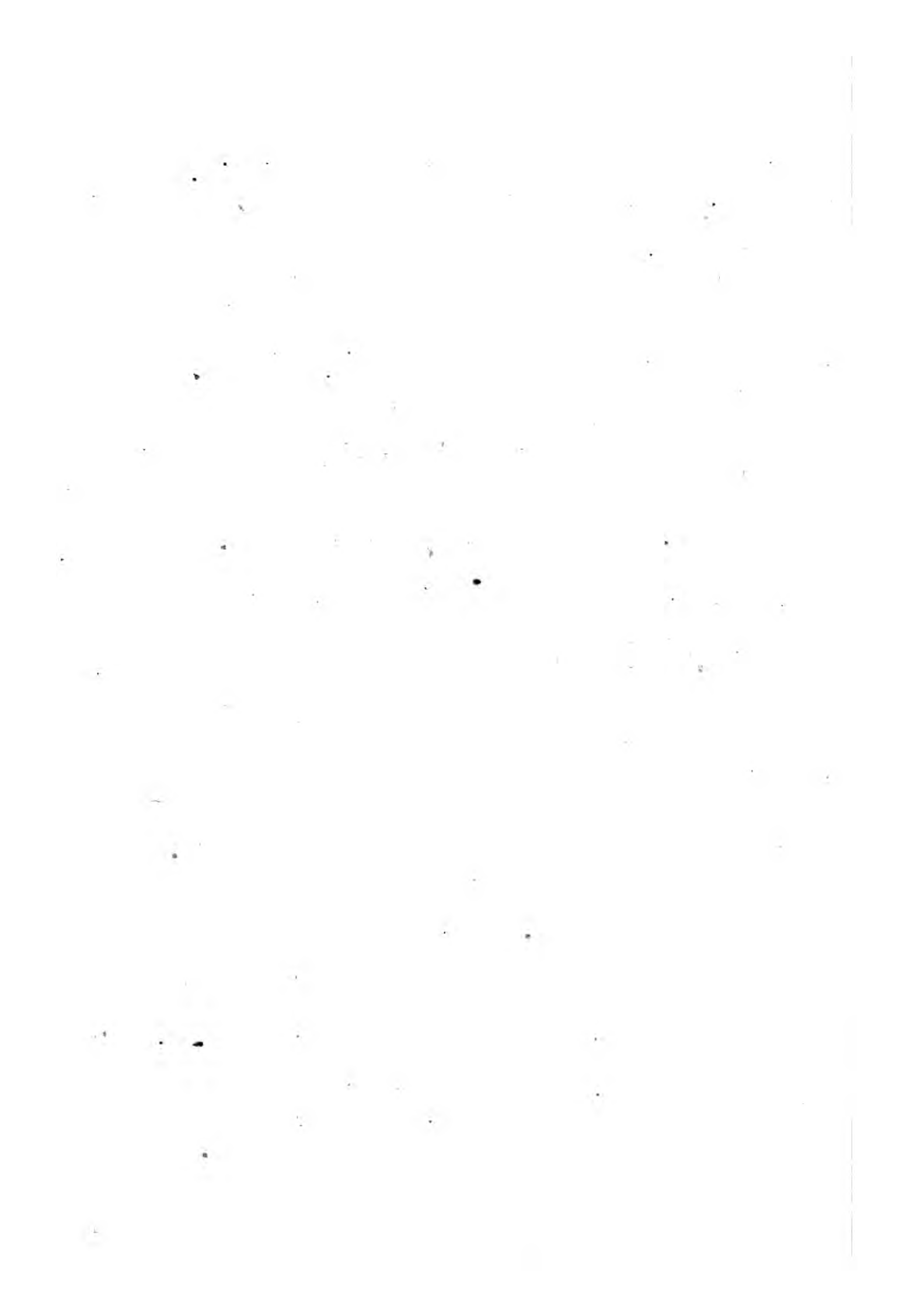
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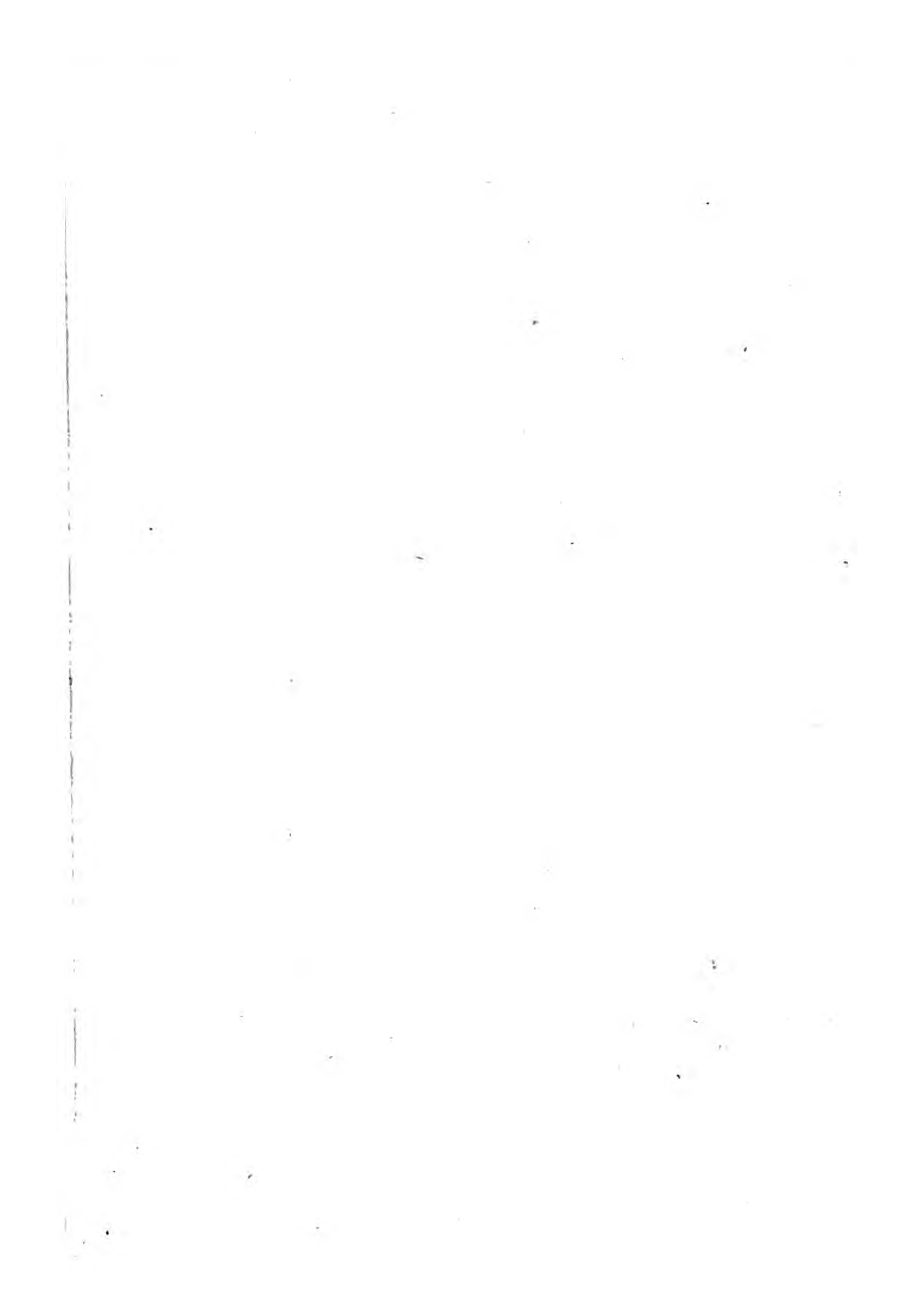
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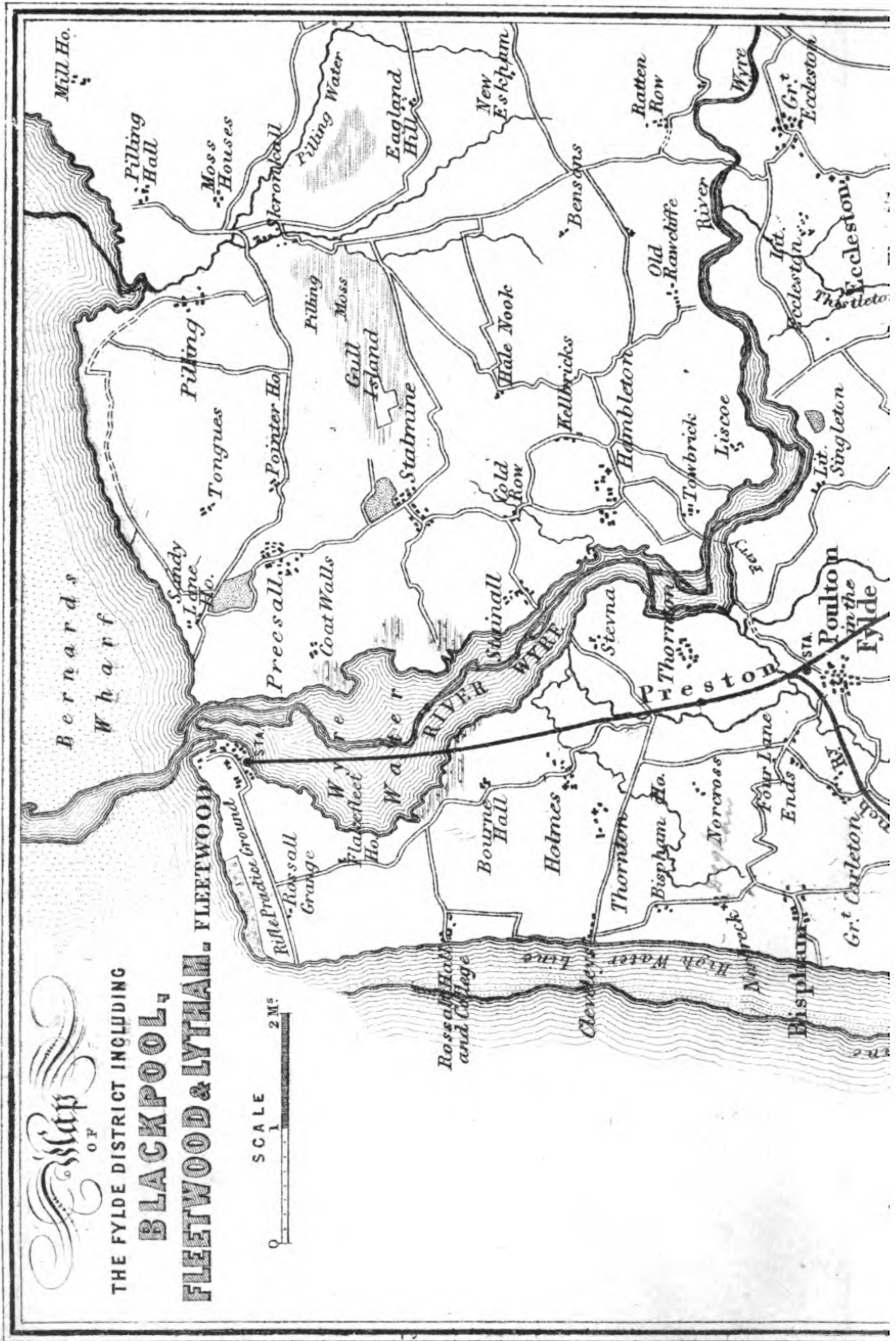


THE FYLDE DISTRICT INCLUDING

BLACKPOOL

FLEETWOOD & LYTHAM

SCALE



Mill Ho.

Filling Hall

Moss Houses

Worralton

Filling Water

Eagland Hill

New Eskham

Ratten Row

Wyre

Gr. Eccleston

Eccleston

Thottle

Bernards

W h a r f

Sandy Lane Ho.

Precsall

Coat Walls

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Stainall

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Rifle Practice Ground

Horsall Grange

Flaxfield Ho.

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Rossall Hamlet and College

High Water Line

Clewley

Thornton

Bispham Ho.

Norcross

Four Lane Ends

Gr. Carleton

Bispham

St. Peter's

St. Mary's

St. John's

St. Andrew's

St. David's

St. George's

St. James's

St. Martin's

St. Michael's

St. Nicholas's

St. Oswald's

St. Patrick's

St. Peter's

St. Paul's

St. Vincent's

St. Peter's

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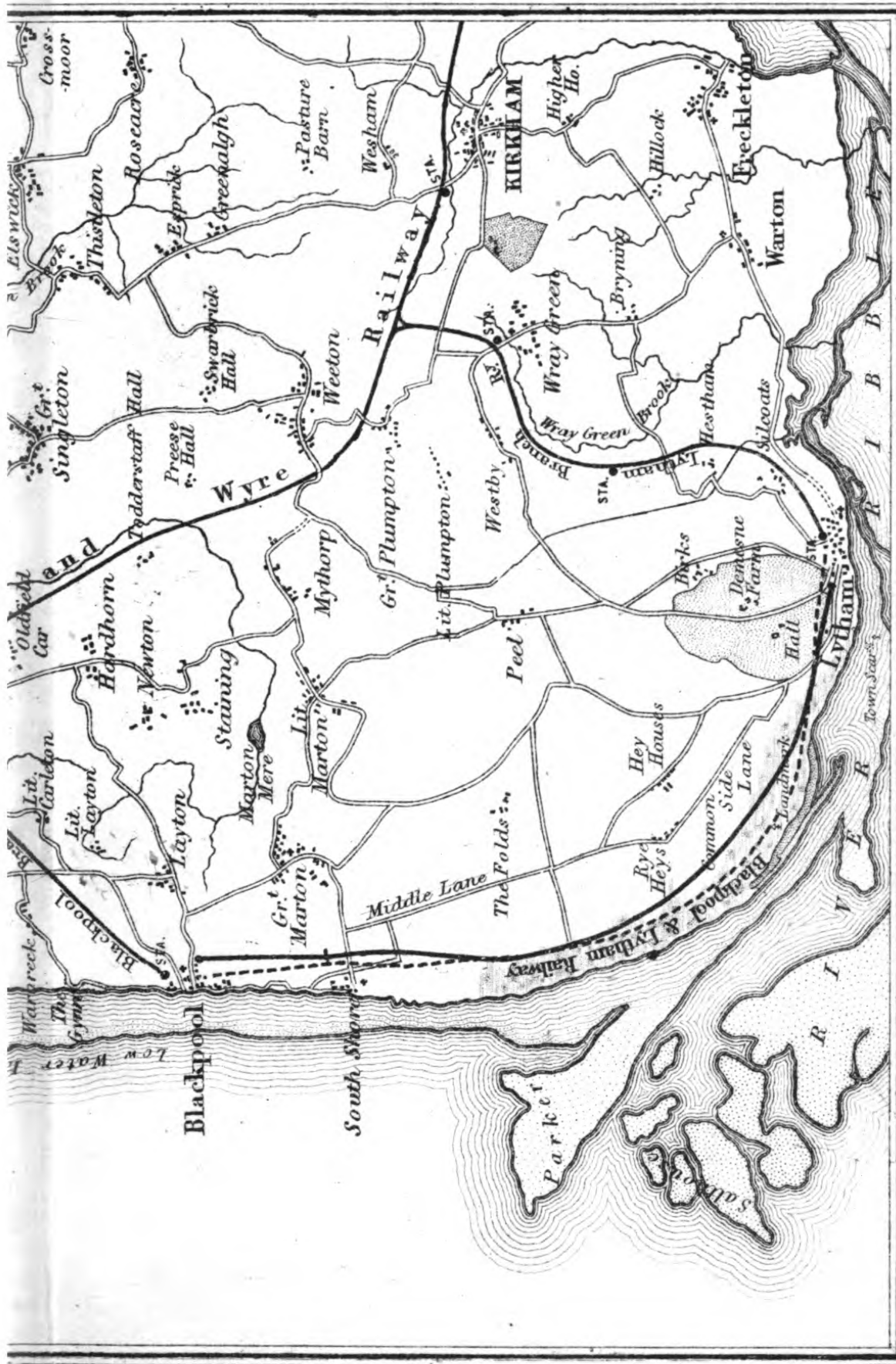
St. Vincent's

St. Andrew's

St. John's

St. David's

St. George's



J. Archer, Eng. Pentonville, N.

W. PORTER, PRINTER, FLEETWOOD.

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Handwritten mark or signature

PORTER'S
GUIDE TO BLACKPOOL,

FLEETWOOD, LYTHAM, &c.,

WITH A

DIRECTORY OF BLACKPOOL,

SEVERAL ILLUSTRATIONS, AND MAP.

Samuel Gratrix
1871

EIGHTH EDITION.

BLACKPOOL AND FLEETWOOD :

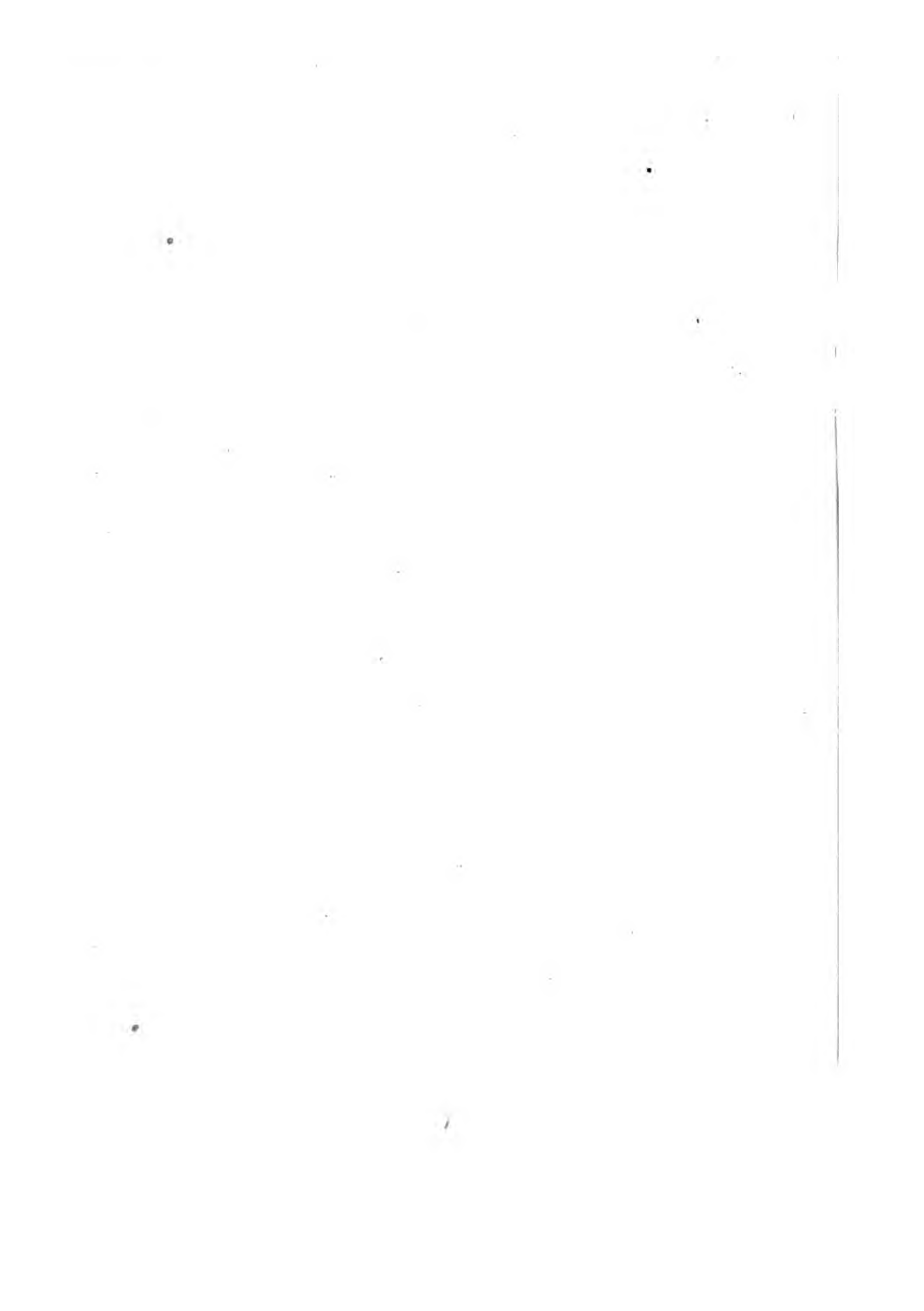
W. PORTER, STEAM PRINTER, CHRONICLE AND HERALD OFFICES.



PREFACE.

FIVE years have elapsed since a Directory of Blackpool was appended to Porter's Guide, and the great changes which have taken place since then, not only in the extent of the place,—new dwellings having been erected in every direction,—but by removals and other causes incident to an increasing population, render that edition no longer useful or reliable. The Publisher has, therefore, compiled a New and Complete Directory of Blackpool, and he now submits it to the public in the fullest confidence that it will be found if not absolutely correct and complete, as nearly so as assiduous and careful attention can make it.


HERALD OFFICE,
Blackpool, July, 1871.



INTRODUCTORY.

“ Ah! what pleasant visions haunt me
As I gaze upon the sea!
All the old romantic legends
All may dreams come back to me.”

LONGFELLOW.

T is hardly necessary in the present day to say anything in favour of an occasional residence by the sea—an escape, even for a day, from the cares of business, so that the spirit may bathe itself, as it were, in the delights and freedoms of nature! The necessity, indeed, of temporary relaxation from the ordinary pursuits of life has been felt in all ages and among all descriptions of people. Thus we find that the ancients had their “watering places” along the shores of the “Great Sea,” among the lovely islets of Greece, Italy, and Asia Minor; and even in this day the traveller in those classic regions cannot fail to notice numerous evidences of the splendid luxury indulged in by the inhabitants of Imperial Rome, in the ruins of beautiful villas, luxurious summer houses, and sumptuous baths. And we find, too, that, whenever it was possible, places in the neighbourhood of the sea were selected for the purpose of such beautiful relaxation; and to such places there have resorted, in ancient times no less than in modern days, the wise, the learned, and the good; the idle, the luxurious, and the vicious; the poet, the philosopher, and the statesman; the thriving merchant, the industrious artizan, and the suffering latitudinarian. And all, doubtless, have experienced benefit and derived amusement from their brief sojourn.

“ By thy shores, multitudinous ocean.”

Indeed the benefit of a residence by the seaside can scarcely be overrated. When wearied by the anxieties of life and the cares of business, what so refreshing as the

free sea breeze fanning the cheek ; what so likely to restore vigour to the tired body or the overtasked mind as the quiet, the retirement, and the ever changing variety of the sea shore ? When the appetite palls and the spirits lose their wonted elasticity, when the health is deranged and medicine fails to bring relief, then a few days' residence by the seaside restores us to our former vigour ; indeed, in some cases when hope of recovery is almost over, the bracing air and the charm of a sea voyage gives to the sufferer a lease, as it were, of a new life. We walk beside the waves when the sunshine ripples over them and tints each crest with gold, and feel a delicious calm stealing over our senses ; we stand awe-stricken on the shore when the waves are lashed into fury by the angry winds, and are overwhelmed with a sense of the greatness and power of Him who holds the waters in the hollow of His hand ! In summer and winter, in storm or in rest, the sea is alike mysterious, glorious, and grand ; whether the breeze ruffles its face and adds new beauties to its usual aspect, or whether the moon sits calm and placid on its bosom till in its blue depths we see mirrored another brighter heaven ; whether it be alive with trim holiday sails and boats impelled by manly arms, or solitary beneath the cold gleam of the midnight moon—poetry, melody, old legendary fancies, visions of one knows not what romantic interest, all unite to invest it with a charm peculiarly its own, and which is always new and fresh, and appeals with nearly equal strength to all natures. Well, indeed, may the wanderer by the sea shore exclaim with the poet :—

“ Oh, my soul is full of longing
For the secret of the sea,
And the blast of the great ocean
Sends a mighty pulse through me.”

But viewed in its more ordinary and less romantic aspect, a residence by the seaside presents a variety of attractions unattainable elsewhere and peculiarly its own. We are tired and *ennuyed* ; we have but to take a plunge into its waves and we rise with a strength and appetite for enjoyment unknown before. We are sick, and ill at ease, and loathe our food ; a sail upon the sea, with the waves rocking buoyantly beneath us, and the wild birds careering about the masts and cordage, and the wind blowing fresh

and filling out the canvas that bears us from the shore, and hurrying the clouds away to the north till all above is one bright glorious blue—can any amount of ill humour or misanthropy withstand so furious an assault? We are fond of solitude: where shall we find it so completely as on the sand-strewn shore a mile or two away from house or farm? We like good company; see the gay crowds that dot the level sands, and listen to the happy voice of childhood mingling with the ripple of the waves as they break upon the shore like music. We have a fancy for collecting weeds, shells, wild flowers, and crustacea for scientific purposes, or for making aquaria and so on; here are all the materials ready to our hands, and while we seek them we unwittingly gain health and strength and love of nature. Walking or riding exercise may be desirable; here, then, are both to be obtained with the additional benefit of the blythe sea breeze. Experience shows that a residence by the sea shore is greatly promotive of health, and this is to be accounted for by the uniform character of the climate, the purity of the air, and the bracing effects of the sea breeze. It is a well-established fact that inland places experience much greater degrees both of heat and cold, than places on the coast, and the difference between these degree of heat and cold increases with the distance of the place from the sea. The explanation of this phenomenon is pretty clear, since it has been proved by observation that the temperature of the air over the sea is less subject to change than, or rather does not undergo such great changes as, that of the air which is over the land. But apart from the advantages connected with health, there are other reasons which render an excursion to the seaside so desirable. The ocean itself is at all times an object of sublime grandeur; whether viewed in its aspect of repose and tranquility, or lashed into foam by the fury of the tempest, it dashes the beach with its impetuous waves. These are, briefly, some of the ordinary attractions of every seaside village and watering place. In Blackpool and its neighbourhood, a sheltered situation, mild climate, delightful scenery, firm dry sands, beautiful drives, and good accommodation for all classes of visitors, must be added. It will be our duty now to introduce the reader to whatever is worthy his notice in the neighbourhood; and


if ever he finds his Guide become tiresome or wordy, he has only to put him aside for the more pleasant task of gathering sea-weeds or shells, or the not less gratifying amusement of

“Wandering silently by the murmuring sea.”

CHAPTER II.

SITUATION, SOIL AND CLIMATE OF BLACKPOOL, WITH SOMETHING OF ITS HISTORY.

“O Blackpool! sure
The pulse of memory must cease to beat
Ere I forget thee; ere affection fails
For thee, thou worn and billow-beaten cliff,
Barrier of ocean, Foreland of the Fylde.”

HE district under notice in these pages consists of that portion of the north-west coast of Lancashire lying between the rivers Ribble and Wyre, and generally known as the Fylde or Field. In it are comprised the towns of Fleetwood, Kirkham, Poulton, Blackpool, and Lytham, with numerous villages, gentlemen's seats, farms, chapelries, &c. The country, though generally flat, is relieved by gentle eminences, fertile, well cultivated, and rurally picturesque, and the whole of the places mentioned are accessible from Manchester, Bolton, Blackburn, Wigan, Liverpool, and the adjoining towns, by means of the Preston and Wyre Railway, which intersects the Fylde in a north-westerly direction from Preston to Fleetwood, with branches to Lytham and Blackpool. Trains run almost hourly each day between the coast towns and the interior of the country, and every facility is offered by the directors of the railway to visitors, excursionists, and others desirous of breathing for a season the pure air of this charming district. By improved railway facilities Blackpool is now brought within a seven hours' journey from London, and is equally approachable from all parts of the kingdom intersected by railways, tourists' tickets being issued at all important railway stations allowing one month's sojourn, at a great reduction on ordinary fares; and fast express trains run direct to and from the chief towns in Lancashire and Yorkshire. Blackpool is also a telegraph station.

Blackpool lies about midway on the coast between the rivers Ribble on the south, and Wyre on the north, on the western borders of the Fylde, facing the Irish sea, in latitude 53 deg. 56 min. N.; longitude 3 deg. 1 min. W. It is situated in the township of Layton-cum-Warbreck, in the parish of Bispham, and the hundred of Amounderness, and contains from five to six thousand settled inhabitants. It is not easy to compute with accuracy the vast number of visitors who frequent its shores, but some idea may be gathered from the fact that during the summer months alone upwards of 700,000 persons are brought by railway, and such is the celebrity of this favourite watering place that every season adds to the number of its patrons and visitors. The number of visitors sojourning in the town during the height of the season may be estimated from 25,000 to 30,000. Not more extraordinary than the migration of birds is the feeling that impels the inhabitants of inland towns to rush to the seaside when the heats of summer approach. In these days of railways and cheap trips, seaside excursions are not confined to any particular class, and the numbers who now flock annually to the watering places along the coasts are far greater than in former times, when the facilities of transit were more expensive and less convenient. The merchant, the manufacturer, and the tradesman, escaping for a brief period from the whirl of traffic and the turmoil of business, have their systems reinvigorated and their strength renewed by the combined effects of sea water and sea breezes. Worn and depressed spirits resume their elasticity under the same powerful influences; vigour is imparted to the enfeebled frame, and the cheek of beauty receives a healthier hue. It would be unnecessary to expatiate at any length upon the advantages to be derived from a marine residence at this delightful period of the year, for they are so well known and appreciated that such annual migrations are only limited by pecuniary circumstances, and were it not so we should have the whole population of the inland portion of the country moving off in a body to the seaside. The progress of material arts, and the improved habits and condition of the people, have effected a complete revolution in our social characteristics, and pleasures and luxuries once confined to the opulent and the great, are now

brought within the reach of the humble tradesman and the laborious artizan. Sea-bathing, once indulged in only by the fashionable few, is now participated in by the industrious many, who obtaining a brief respite from labour, flock in yearly increasing numbers to the margin of the ocean to lave their exhausted limbs in its health giving waters, and inhale its bracing and invigorating breezes. Nor does this irruption of the toil worn masses of our manufacturing districts diminish the number of that class of visitors, who, happily for themselves, are placed above the necessity of daily toil.

It is not necessary to trace at any length the history of Blackpool and its neighbourhood. The town itself cannot boast any great antiquity, though there is reason for believing that during the period of the Roman occupancy of our island the Fylde was studded with villages, and that either the estuary of the Wyre or the Ribble was the harbour of the Setantii. Traces of a Roman road from the Wyre water to Freckleton have been discovered, and articles in Roman potteryware and bronze have occasionally been found, proving indisputably that the Romans, when in possession of the county of Lancashire, carried their arts and arms to its western side. In other places relics of those bold plunderers, the Danes, have also been found; and we learn from Palgrave, in his history of the Anglo-Saxons, that "from the Ribble, in Lancashire, up to the Clyde, there existed (A.D. 500—1000), a dense population composed of Britons, who preserved their national language and customs; so that even in the tenth century the ancient Britons inhabited the greater part of the western coast of the island, however much they had been compelled to succumb to the political supremacy of their Saxon invaders." That this is a correct supposition is proved to a certain extent by the existence among the inhabitants of this neighbourhood of many words which are of unmistakably Welsh origin.

But leaving these remote days, and saying nothing of the obstinate resistance made by the brave Setantii to the progress of the Saxons into the Fylde; or of the doings of the brave King Arthur in his encounters with the Saxons in Lancashire, or of the final subjection of the inhabitants to the Saxon chief Ella, who was then styled

king of the Deiri, his power extending over the whole of Lancashire and Yorkshire. Nor is it necessary to refer at any length to the conversion to Christianity of the natives of these counties under Agustine and Paulinus, or to the powerful arguments of the latter saint in persuading Edwin, king of the Deiri, to embrace the new doctrine, and submit himself with "his daughter Zanfleda and many thousands of his people" to baptism in the waters of the Ribble and the Swale. Pass we to a more authentic period, In the celebrated Domesday Book of William the Conqueror we find the Fylde of Amounderness (the present Fylde) in the possession of many proprietors, and the parish of Bispham (or Biscopham) the mother church of Blackpool, computed to contain eight hundred acres of land brought under the cultivation of the plough, and the whole of the district as belonging to the spiritual jurisdiction of the church of York. After the conquest churches were erected at Poulton and Bispham, and civilization and the arts of peace began to take the place of the rude morals and manners of a semi-barbarous and warlike people. Then, indeed, the lessons taught by the Romans began to be apparent, and the successive conflicts they had sustained with their various conquerors began to refine and humanize the dwellers in a district that was then a mere wilderness. To the Romans, indeed, we owe much of our modern civilization ;

"They brought the land a blessing when they came ;
They found us savage and they left us tame ;
Taught us to clothe our pink'd and painted hide,
And grace our figures with a soldier's pride.
Our language at this distant moment shows
How much our country to the Conqueror owes."

The name of the district—Fylde or Field—shows that at this period it was in a state of cultivation superior to that of the surrounding neighbourhood. According to Camden a fourth of the Fylde was a swampy morass, interspersed with clumps of forest. That the forest extended to the shore, the remains of trees still found in the sand abundantly proves, and the finding of stags' horns and the bones of various animals in the bottom of Thornton Marsh and other places, is evidence of the country having once been of a woodland or forest character. Immense

roots of oak, yew, and alder, may still be seen cropping out from the soil of the shore at intervals between Blackpool and Rossall.

At various periods the sea has made great inroads upon the coasts, in some places swallowing up villages that were known to our ancestors, and in others leaving large tracts of coast bare, and ready for the industry of man to retain. In modern times, comparatively few inundations of any consequence have taken place; but on the last day of the year 1833, a terrible storm arose which did great damage. The roaring waters came rushing upwards to the shore, and inundating the lower parts of Blackpool, and overwhelming with their fury various dwelling-houses, throwing down walls and embankments, and hurling them in compact masses into the middle of the fields they had protected. The whole of the low land was under water; the meadows were covered with stones and other marine deposits, and stacks of hay and corn were intermixed with the refuse of the flood. Melancholy was the sight presented by Blackpool on the reflux of the tide and the subsidence of the waters; its embankments were torn up, its houses unroofed, and the roads on the south and north shore entirely destroyed. The devastation was very great, and the Irish sea arose in the full height of its destructive power.

And on the twenty-sixth of December, 1852, a yet more destructive storm fell upon the coast: the sea entered many of the dwelling houses in South Beach and South Shore, tore up the embankments in front of them, and carried away the road leading from the Manchester Hotel to South Shore. Some idea of the height to which the waters were forced by wind upon this occasion may be formed, when it is known that the whole of the highway leading from Queen's Terrace, Blackpool, to the farthest house in South Shore, was covered by the sea, which likewise inundated the adjacent low lands for many miles. Again, in October, 1862, and January and September, 1863, the coast was visited with storms which caused great destruction of property.

But to return to our history. In the reign of Henry the Eighth the parish of Bispham was regularly joined to the see of Canterbury, and included in the archdeaconry

of Chester. During the Wars of the Roses, which were terminated by the union of Henry the Seventh with the Princess Elizabeth, daughter of Edward the Fourth, the people of the Fylde had taken part with one or other of the combatants,—at one time supporting Lambert Simnel, the pretender, who with two thousand men landed at Piel, and at another inclining to the sovereignty of the rightful King. In the battle of Flodden Field, however, they fought on the right side, as is evident from a verse in an ancient M.S. belonging to the Harleian Library at Oxford:—

“From Poulton to Preston with pikes,
They with ye Stanley howte forthe went,
From Pemberton and Pillin Dikes,
For Battell Billmen bould were bent.”

At this time, however, no Blackpool existed on the western coast of Lancashire, but in 1532 the ancient hall of Rossall was inhabited, and gave birth to that brave and eminent ecclesiastic Cardinal William Allen. In the changes of those troublous times Rossall Hall was plundered, and the mother of the Cardinal was obliged with her daughters to quit the kingdom. The confiscated estate of the Allens was purchased of Henry the Eighth, the luxurious reformer, by Edmund Fleetwood, the founder of the Fleetwood family, for £500. The hall and estate continued in the possession of the Fleetwoods, though no part of the old edifice remains, till 1850, when it was purchased by the Council of Rossall School. In his zeal for the reformed religion—some ungenerous people say in his zeal for gold—Henry seized the monasteries and church livings of Lancashire and all the counties of his kingdom. This “zeal” it was that stripped the Cistercian Abbey of Furness and the Benedictine Cell of Lytham of their revenues, though the Church of Bispham remained in the hands of the Romanists for some time after the accession of Henry. In 1554 during the ministry of Jeromine Allen, “a sudden eruption of the sea,” says Dodsworth, “took place at Rossall Grange.” A whole village, called Singleton Thorpe, was swept away by its fury—the inhabitants were obliged to flee from their ancient spot, and erected their tents at a place called Singleton to this day. Probably this Singleton Thorpe

(Shingleton), destroyed by the water, was the residence of Thomas de Singleton, who resisted Edward I., in an action to recover for the king the manors of Singleton, Thornton, and Brughton; and we know that Singleton, where the outcasts found a home, belonged to the same proprietors. The existence of Singleton Thorpe has, by some, been doubted; but its situation is at this day known by the name of Singleton Scar, and the two large stones on the shore, called Lower Gingle, and Higher Gingle, appear to have some reference to the two ancient mansions, of the same name, in the township of Whittingham, parish of Kirkham, which mansions belonged to the family of this same Singleton. Nor is this a solitary instance of the inroads of the sea on the land, not to mention one which inundated the estate of Earl Godwin, and that which, in 1546, swallowed up, in the territory of Dort, 100,000 persons, and yet a greater number round Dullart we have, instances nearer home of the fearful devastations of the briny wave. To the south of Blackpool, a village named Waddum Thorpe, and an extensive tract of land now termed the "Horse bank," have been swept away: in Furness, also, a great part of the parish of Aldingham has disappeared; its church, formerly standing in the centre of the parish, is at present within high water mark, and secured from the ravages of the sea by strong massive defences of stone. The ruins of the village of Low Scales were, within the the memory of man, visible on the sands, and the hamlets of Crinleton and Roos are only known in records:—

—————"ostendere nature
Inclinato solent cum mœnibus oppida mersis."

During the reigns of "Mary" and "Elizabeth," it was, that Blackpool first began to be inhabited, though as a watering place it is of comparatively modern origin. On many of the maps in use in the beginning of this century Blackpool is not to be found. Dwellings, however, existed here in the 16th century, though they were mostly mud cottages and barns, built on crooks or arched timbers rising from the ground. The name of the place arose from the existence of a black pool or lake on the shore, which from the colour of its waters,

drained principally from the adjoining mosses, was called the Blackpool; this streamlet is now arched over, and discharges itself through an iron culvert into the sea. During the reign of Mary, the family of the Tildesley's had a hunting lodge near the coast, which they called Fox Hall or Vauxhall. This was formerly a very extensive building, which towards the end of the seventeenth century was converted from a mere cottage or hunting lodge to a grand country seat. The existence of such a house in the locality was of course the means of attracting around it various artisans and tradesmen, whose business it was to supply the requirements of its numerous dependents. Its site is at the south of Blackpool, adjoining the Foxhall Hotel. A village thus sprung up round the hall of the Tildesley's, which in another hundred years came to be a place of resort, during the summer season, for the gentry and Yeomanry of Lancashire and the neighbouring counties. Another cause may also have brought the village into somewhat greater repute: for many years the neighbouring gentry had been in the habit of meeting yearly in Layton Hawes for the purpose of horse racing. These races were run on a course just behind Layton Hall, about a mile to the east of modern Blackpool. In this condition, that of a mere seaside village, inhabited by a few fishermen, and the tradesmen and labourers necessary to supply their immediate wants, it remained till the middle of last century. But its delightful situation, genial atmosphere, and easiness of access from the interior, did not longer allow it to remain in obscurity. The first building fitted up for the reception of visitors was a long low erection, thatched with straw, and looking more like a barn than a lodging house. This was about a hundred years since. Its proprietor was one Ethart à Whiteside, and his house occupied the site of what is now known as the School of the Misses Crossfield. This man was encouraged to enter upon the speculation of a seaside lodging house from the fact of possessing a wife who united to her other charms that of being a capital cook; in fact, she was the only good cook in the place. The venture was highly successful, and for more than fifty years Whiteside's cottage was well frequented by company. In his old age he retired to

Layton, and his house was converted into an inn, kept by a man known as "Tom the Cobbler," who was wont to distribute the portion of bread allotted to his visitors at dinner out of his rosined apron.

Whiteside's success soon attracted numerous imitators, so that about fifty years ago Blackpool had acquired considerable celebrity as a watering place. Its aspect at this period is well described by a writer in the *Blackpool Herald*:—"Fifty years since," says he, "Blackpool was a mere fishing village; now it is an important and health-restoring town, with a prosperous, well-conducted, and improving population; then it possessed few hotels, or lodging-houses: Dixon's, Forshaw's, Banks's and the Yorkshire House were the principal, and beside them the dwelling-houses facing the sea were few and insignificant. Adjoining Forshaw's (now the Clifton Arms), there were two or three houses of a rather genteel appearance, compared with the many small cottages, leading thence to the street formerly the principal entrance from Preston. There was at that time a promenade with an arbour at the end of it; and beyond it, nearer to Bailey's Hotel, stood a cottage, then used as a warm bath; but now that cottage as well as the bath-house have disappeared, the embankment having been washed away by the incursion of the sea, and forming part of the ground daily covered by the advancing tide. Beyond Bailey's there was a public road where two four-wheeled vehicles could pass each other. This road has also succumbed to the powers of the waves, as have likewise the banks on the South Shore. Blackpool then, and Blackpool now, appears to present as great a contrast, as does Liverpool at the commencement of the seventeenth century with what it is now."

But even at this period Blackpool has its eulogistic admirers: the Editor of the *York Lynx* speaks of it as being irregularly built, but possessing a sea "passing fine," and "a strand pleasing and salubrious to the visitor." In 1788, Dr. William Hutton visited this neighbourhood, and in his pleasant little book describes Blackpool as being one of the most desirable summer residences on the West coast of Lancashire, unsurpassed for the civility of its inhabitants, and the health-restoring quality of the atmosphere. A few years later and many improvements were ob-

servable; better houses had been erected; a large number of visitors were every summer attracted thither, and the roads from Preston, Manchester, and Liverpool began to assume a better appearance than of old, when Darby was wont to ride to church or market on a sober old Dobbin, with Joan behind him uncomfortably seated on a pillion.

From this period, the rise and celebrity of Blackpool as a watering place has been steady and progressive. The following verses were written by a visitor about the beginning of the present century; and though not particularly elegant, they exhibit, very graphically, the estimation in which the place was held by our fathers and mothers:—

“Of all the gay places of public resort,
At Chatam, or Scarbro,’ at Bath, or at Court,
There’s none like sweet Blackpool, of which I can boast,
So charming the sands, so healthful the coast;—
Rheumatics, scorbutics, and scrofulous kind,
Hysterics and vapours, disorders of mind,
By drinking and bathing you’re made quite anew,
As thousands have proved, and know to be true.
But strange! I relate what has happened of late—
’Tis true! though I heard on’t but now tete-a-tete,
Still, lest you mistake me, I’ll fully explain—
Young Cupid, ’tis said, lies hid in yon main,
And philters each wave that rolls on the shore,
A draught daily drank by the rich and the poor.
The ladies well pleased with a portion so sweet
Come here in whole groupes their fond lovers to meet;
And gentlemen, too, who are friends to the fair,
Come under pretence to enjoy the fresh air.”

In 1831, Mr. P. Whittle, the author of a “Topographical and Statistical History of Preston,” published a book called “Marina,” in which he thus speaks of our pretty little town:—“Blackpool forms a curtain with a cliff of argillaceous clay, rising to various heights. Houses are scattered along the sea bank for about a mile; many of them front the ocean, and are appropriated for the reception of the visitors; others, which are chiefly the dwellings of the inhabitants, form the back ground. Blackpool is not mentioned in any of the old maps of the county, which shows that it was only considered in the old time as a kind of seaside residence for fishermen and others. No watering place can be better situated—opening out to the sea—refreshed with a pure and bracing air—presenting a fine, smooth, and solid strand—new modelled by each returning tide—always firm, safe,

and elastic. The efficacy of sea bathing may be nearly the same at one spot as another, but this observation will not apply to the air:—different aspects, situations, and soils, produce different kinds of air more or less beneficial to the human constitution. The land is sufficiently elevated without any high intervening hills. Blackpool has the peculiar advantages of sea breezes, just in proportion as westerley winds are more frequent than any other; and as there are no swamps in the vicinage, the air is very pure; a proof of its salubrity being the longevity of the inhabitants." The reader may easily discover, after the perusal of the above, how much Blackpool and its neighbourhood have improved within the last thirty years. Instead of a mile of coast faced with houses, we have now an almost continuous line of villas and summer cottages from Claremont Park to South Shore, with an embanked promenade, second to none in the kingdom, and a stretch of fine hard dry sands extending from Fleetwood to Lytham. Numerous hotels and well-built lodging houses, replete with every accommodation, line the shore; the town is well supplied with provisions by means of the market; access by railroad is opened to all parts of the kingdom; the streets are well lighted with gas; the drainage of the houses is carried right into the sea beyond low water mark; and that most important desideratum at all watering places, a good supply of pure water, has been supplied to Blackpool, as well as to Lytham and Fleetwood, by the Fylde Water Works Company. The water is brought from Grizedale, a few miles above Garstang. Religious services are respectably conducted in many churches and chapels; the post-office service is admirably arranged, and deliveries twice daily from all parts of the kingdom bring intelligence from the great world beyond; it possesses a newspaper of its own, (*The Blackpool Herald*), in which are given lists of visitors during the season; baths of all kinds are easily attainable; bowling greens and gardens are attached to several of the hotels, and billiards, with various other kinds of amusements, are readily obtainable. Besides these, Blackpool possesses ample accommodation for riding, sailing, and bathing, with pedestrian rambles of the most attractive character—of all which we shall speak more at length as we proceed.

Before we close this portion of our book, however, we may be allowed to make a few extracts from Dr. Hutton's work, "A description of Blackpool," which, though published many years since, contains some observations relative to our town and neighbourhood that are well worthy of perusal now and then.

Speaking of the *scarcity of fish*—a scarcity more observable on the west coast in Dr. Hutton's day than ours, he says:—"The scarcity of fish in the sea at Blackpool is remedied by the Lune, the Wyre, and the Ribble all in its vicinity. The river Ribble, according to Leigh, produces salmon of the finest flavour—the gradations of growth in this species of fish is enumerated thus: first year, salmon smelt; second, a sprout; third, a mott; fourth, a forktail; fifth, a runner; sixth, a salmon. A marine diet is peculiarly acceptable to an inland visitor, who resides where the article is scanty and dear. Sea excursions are but little known here. At Lytham, they have sea excursions almost every day throughout the season, and mostly three days per week to Southport, and fishing is not one of the pleasures of Blackpool. From the flatness of the ground no vessel can approach the shore; nay, we cannot enter the smallest boat without wading. The tide rises about twelve feet; the spring tide about sixteen."

These sources of complaint are remedied now; sea excursions are common in fine weather, and fishing is one of the regular amusements of the inhabitants and visitors; and the disagreeable necessity of wading into the sea, mentioned by the good doctor, is obviated by the new pier, and the moveable landing stages now possessed by the boatmen.

A perusal of the next paragraph, on the subject of *walks and rides*, will also show the reader how much Blackpool has improved in this respect since the worthy doctor wrote:—"He who visits a place of entertainment, expects to find pleasure. It is the interest of the inhabitants to multiply amusements, that when one satiates, another may be at hand. The spirit of diversion is kept up by a variety, and different pursuits invite various tempers. One of the leading amusements at Blackpool, is to ride or walk: another is to figure on the parade. This is a pretty

grass walk on the verge of the sea bank, divided from the road with white railing. It is perhaps six yards broad, and two hundred long, with an alcove on one end only, but at the other a wide pond or pit. This parade is capable, by Art improving Nature, of being made one of the most beautiful walks on the island. It might easily be extended to a mile, in a straight line, and at no great expense, with an alcove at each end. If the connoisseur tells us, 'there is no great beauty in straight lines' I reply, Nature has given this a gentle sweep, or fall in the centre, which obviates the remark, and would confer a double beauty. Only two boarding houses lie contiguous, in its present confined state, but if extended it would comprehend others; besides, the walk is often crowded, even in this early stage, which pleads the necessity of an augmentation. Side benches, at certain distances, with ends and backs to screen off the wind, and covers to prevent the rain, would be suitable conveniences." Were the doctor able to visit the town at present, he would recognise a great improvement in the "conveniences" he names. The walk now extends for nearly three miles, and besides being provided with seats, has been firmly embanked, widened, and laid with asphaltum, which renders the promenade firm and dry after the heaviest rains. This beautiful sea promenade and carriage drive is one of the finest in the kingdom. The work has been carried out by the Local Board, under the authority of a special Act of Parliament, at a cost of upwards of £60,000, and its completion was inaugurated on Easter Monday, April 18th, 1870, by a general holiday and great public rejoicings. The official opening of the promenade was undertaken by the Right Hon. Col. Wilson-Patten, M.P., and a distinguished company of visitors from all parts of the kingdom honoured the occasion by their presence. There was a splendid procession; afterwards a grand banquet, and lastly a ball in the evening. The handsome drinking fountain in Talbot Square was unveiled, and the new entrance to the pier completed and opened on the same day. The promenade on an average is seven yards wide, and is separated from the carriage drive, which is twelve yards wide, by a line of side stones. Some idea of the magnitude of the operations involved in the undertaking may be gathered when it

is stated that the works comprise 135,000 cubic yards of earthwork, 15 acres of stone pitching in the sea fence, $5\frac{1}{2}$ miles of piling and planking in the sea fence, 21 acres of asphaltting, 500 tons of ironwork, 40,000 square yards of carriage road, with the palisading, draining, lighting, &c.

Dr. Hutton is a great advocate of sea bathing, and in the following paragraph he not only shows us three ways of using the sea, but we gain an insight into the style of bathing in his day: "The man who has money of his own, has a right to spend it, otherwise he cannot boast the freedom of an Englishman. If he spend it upon the sea, he may expect a return; this is made in pleasure or in health: if the first, by keeping up his own good humour, he may extract that of others, which is an ample repayment; if the second, the sea will repay him in three ways, in air, drinking the water, and bathing. Some use all three; but all use the first. The time of bathing is generally at the flood; for the company being driven from the sands, the place is more private; there is a shorter space to travel, because the sea is brought near the bank. A bell rings at the time of bathing, as a signal for the ladies. Some use machines drawn by one horse; a few travel from their apartment in their water dress; but the majority clothe in the boxes, which stand on the beach for their use. If a gentleman is seen on the parade he forfeits a bottle of wine. When the ladies retire, the bell rings for the gentlemen, who act a second part in the same scene."

"Blackpool, as a sea-bathing place," says Mr. Mogg, "is wholly of modern date; but the salubrity and beauty of its situation, on account of the sea; the purity of its waters, and the excellence of its beach, which is half a mile broad when the tide is out, have at length been duly appreciated; and it is now become, during the season, one of the most attractive points in Lancashire. Here are excellent accommodations, with reasonable charges,—good and extensive rides,—rational amusements in botany, and other marine phenomena, and an infinite diversity of highly interesting prospects. In the sea, at a distance of about half a mile from the shore, there is a stone near which, tradition states, there formerly stood a public house, where travellers were in the habit of drinking their penny pots of beer, and the stone to which they fastened their horses, hence received the name, which it still bears, of Penny Stone:

it is now covered with venerable sea weed, and is really an antique."

The coast about Blackpool is famed for the sublime grandeur of its aspect, especially when the westerly wind chafes the ocean into foam, and throws the salt spray high over the beach. The enthusiastic lover of nature, gazing upon the ocean from the rugged cliffs, may exclaim, in the language of Byron—

"Thou glorious mirror where the Almighty's form
Glasses itself in tempests--


From out thy slime

The monsters of the deep are made; each zone
Obeys thee; thou goest forth, dread, fathomless, alone!"

CHAPTER III.

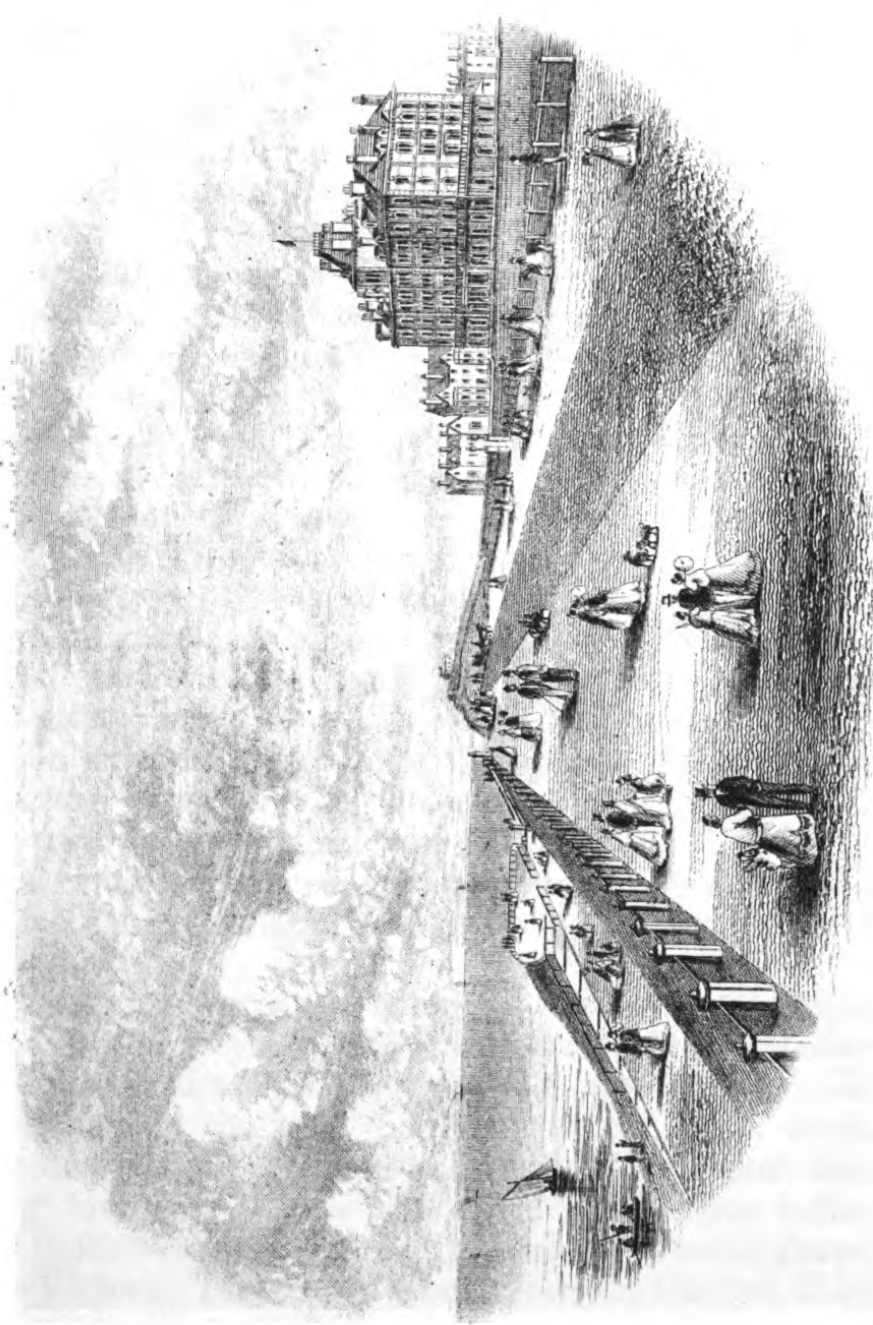
A WALK THROUGH BLACKPOOL.

“ Placid as evening in her softest hours
The tide rolls on as if it flowed to rest ;
While the gay barques, unconscious of their powers,
Move calmly o’er the ocean’s mighty breast.”

BLACKPOOL will strike the visitor as one of the cleanest and healthiest places he has ever seen ; and, whether his sojourn be made in summer or winter, he will find the air soft and mild, and the views, both land and seaward, full of variety and beauty. Though few trees grace the landscape, he will find the town backed by gently swelling eminences right away to the horizon ; while, if he glances towards the sea, his eye will be charmed by the sight of the ever varying waves, rolling gently landward, or surging angrily against the cliffs, and chafing vainly up to the very foot of the asphaltum promenade.

Along this promenade we will take a stroll, and thus become somewhat better acquainted with the town and neighbourhood. The visitor will at once perceive that Blackpool is situated at the top of a range of cliffs, which vary in height from three to sixty feet above the sea at high water mark. From the centre of the town houses extend along the beach in the direction of South Shore, and are dotted about at intervals on the north shore as far as Rossall School, a distance of about five and a half miles. All along this line of beach the sands are firm and fine, and excellently adapted for walking, riding, or carriage exercise. In fact, a walk from Blackpool to Fleetwood along the sands is no rare feat in the season.

The town itself is admirably sheltered in the rear by rising ground from those noxious east winds so dreaded by the invalid : and it is a remarkable fact that west winds prevail to a great extent on this coast ; as frequently, indeed, as three hundred days out of the three hundred and



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IMPERIAL HOTEL, CLAREMONT PARK BLACKPOOL.
Published by W. Forrest, Liverpool & P. Mason, N.

sixty-five. This prevalence of west winds secures to Blackpool a constant succession of healthful sea breezes, a circumstance that alone ought to render it the most attractive and popular watering place on the western coast. In this respect Blackpool enjoys a superior reputation to any of the east coast towns. To the healthy and robust it may be a matter of indifference from what quarter of the heavens the wind blows; but those more delicately organised know from painful experience that the old valetudinarian is not far wrong in his constitutional objection to the breezes coming from the "balmy east." Another peculiarity for which Blackpool is remarkable is the extreme purity of the air, as it is found to possess in a high degree those constituent elements so essential to health. Fronting the open sea, the surrounding land being drained, and consequently exhaling no noxious impurities, Blackpool possesses an immunity from many of the ills to which inland towns are heir. No better proof could be given of the salubrious nature of the climate than the numerous instances of longevity amongst the inhabitants, and the fact that Blackpool has produced several centenarians: one, Jemima Wilkinson, having attained the extraordinary age of 104 years. No wonder then that the fame of this beautiful watering place is becoming year by year more widely extended. Formerly the bulk of visitors consisted of inhabitants of the surrounding manufacturing towns, but now they flock from all parts of the kingdom.

THE TOWN has greatly extended in every direction within the last few years, and what was said in earlier guide books to consist "principally of a long row of houses and hotels facing the sea," is now worthy of a more particular description. Beginning at Bailey's Hotel and proceeding towards Claremont Park, we find one noble terrace of houses towering in height and importance above another,—Victoria Terrace, Regent Terrace, Carlton Terrace, on a gradually ascending eminence, whilst Lansdowne Crescent, another terrace of lofty houses, having yet more pretensions to architectural beauty, is the most elegant in the place. Beyond these are the Claremont Hotel, Adelaide Terrace, and Wilton Parade; and midway in the Claremont Park stands the Imperial Hotel in its own

enclosed and ornamented grounds—a noble structure, commanding a full view of the sea and adjacent country, and in the distance the picturesque scenery across the Bay of Morecambe, embracing the chief mountains of Westmoreland and Cumberland. It was opened in 1867.

Again, taking a stroll southward, making Bailey's Hotel the starting point, the hotel itself demands our notice, standing on its own grounds and commanding from its prominent and isolated position, a fine prospect of the pier and a stretch of vision the whole length of the coast in a straight line beyond South Shore, and northwards towards the Gynn, Norbreck, and Rossall. Bailey's has been known for nearly a century as the first hotel, and under its present proprietor is not likely to lose any of its prestige. Great additions and improvements, including new dining-hall, billiard room, and a large number of handsome sitting and bed rooms, with a noble staircase in the centre hall, designed by Messrs. Speakman and Charlesworth, architects, Manchester, have recently been made to it, evincing a determination on the part of the enterprising proprietor to maintain the long-established character of his hotel.

Albert Terrace, from which Queen's Square diverges about midway, consists of very excellent marine residences, with the best accommodation, and at the south end terminates in the square, or Talbot Square, where the Clifton Arms and Pier Hotel, one of the best and most successful hotels of the place, stands prominent. This hotel is now the property of the Clifton Arms and Pier Hotel Company Limited, and is conducted under their management. It commands an immediate view of the Pier from end to end, and great additions have been erected which give greatly increased accommodation to visitors, though previously it was one of the largest hotels of the place.

In the Square are the newly completed Arcade and Assembly Rooms, which owe their origin to the enterprise of a limited company, of which Mr. Blane is secretary. The structure contains very elegant shops, a restaurant, refreshment and billiard rooms, together with an Assembly Room admirably adapted for concerts, entertainments, &c., and which has long been required. There are also very excellent shops on each side of the square in front of the

Arcade, also the office of the Pier Company and the Preston and the Manchester and County Banks.

The offices of the Local Board of Health, several bazaars and fancy repositories, are in Market Street, which runs from the Square to Church Street, in a line parallel with Central Beach. Talbot Road leads from the Square to the Railway Station, and here the new Catholic Church and Viener's Bazaar are conspicuous, and there are plenty of good lodging houses of moderate dimensions. The same may be said of Abingdon Street, in which the Union Chapel and the Police Courts are situated, and passing down Clifton Street, of a like character, we again reach the Clifton Arms Hotel, and leaving a description of the Pier to another chapter, proceed along Central Beach, where first-class shops and lodging houses again meet the view. Here we have the South Blackpool Jetty Company's and the Arcade and Concert Room Company's Offices, the *Herald* Office, and the Albion Hotel, pleasantly situate at the corner of the beach and Church Street, giving a sea and parade view. The Albion is of old repute, and we believe has lost none of it up to the present time. Church street, as its name implies, leads from the beach to St. John's or the Parish Church, and is dotted with shops and lodging houses the whole distance. The Post Office is in Church Street, and, a prominent erection, near the Church, stands the Preparatory School for boys, conducted by the Misses Middleton. Coming back to the beach, at the corner of Lane End Street, we stay to admire the noble hotel which has lately been erected on the site of the old and well-known Lane Ends Hotel. This magnificent hotel, whether viewed in reference to external beauty or internal arrangements, is unquestionably one of the handsomest buildings in Blackpool, ecclesiastical structures alone excepted, whilst its position is most commanding. Next we proceed along Hygiene Terrace, where the marine residence, built by the late Sir B. Heywood, has been transformed into a market, bazaar, and other public purposes. There are several private residences, public baths, excellent lodging houses, with the Beach Hotel on this promenade. From here Victoria Street extends Eastward, in which are the Victoria Promenade Rooms, with shops below, a block of building which owes its existence to the public spirit of Dr. Cocker,

who, about the time our good Queen ascended the throne, with a prescience of Blackpool's future wants, erected this handsome suite of rooms for the accommodation of visitors. At the upper end of Victoria Street, the private residence of Dr. Cocker, enclosed in its own grounds and gardens, is a pretty object. In this street, also, we have the Congregational Church and Sunday School; and good lodging houses abound. The Beach Hotel is not so large as the others already named, but its position, like them, fronts the sea and promenade, and is a well-conducted first-class hotel. Keeping our way along the promenade we come to the Royal Hotel, and this designation suffices to indicate that it is an hotel of long standing, though it has been enlarged, improved, and modernised, and now ranks deservedly amongst the first of the place. At the rear of this part of the promenade Bank Hey Street runs parallel from Church Street to the Royal Hotel, and here there are good shops and stores. The Infant School and the Wesleyan Chapel are both in Bank Hey Street. Queen's Terrace comprises lodging houses of a first-class character, and from this point along the South Beach to the York Hotel, we have terrace after terrace of large and well-conducted lodging houses all facing the sea, and looking upon the promenade and piers. Also Read's Baths, Market and Assembly Rooms, in connection with which there is an excellent and spacious swimming bath, which, in the season, is well patronised. On this beach we have more hotels—the first we approach is the Victoria, which maintains a character equal to those before enumerated, and further on is the Wellington, a modern erection of considerable size, and next the York, partially rebuilt a few years since, and very pleasantly situated. Foxhall Inn is a comfortable hostelry, near the site of the ancient hall of the Tyldesley's, and further on, at the juncture of the Lytham Road and the shore road to South Shore is the Manchester Hotel. The South Pier and Jetty, which we shall describe in another page, juts prominently out in front of the Wellington Hotel.

The hotels in Blackpool and its neighbourhood are uniformly good and well conducted, in many respects superior to similar establishments in other sea side resorts, and whilst we have felt it desirable for the assistance of

strangers to enumerate them, glancing merely at their general features, we do not pretend to the invidious task of recommending any in particular, being convinced that in all the visitor will find good accommodation, suited to varied tastes and circumstances, at moderate charges.

Those who delight in Athletic sports will find good Bowling Greens attached to the Talbot, Manchester, and Claremont Hotels, within the town proper; and at the Queen's Hotel, on the new road to Poulton, about half-a-mile past the railway station, a bowling green is added to the other attractions of the house; as well as at "No. 3," a well conducted Inn, near Raikes Hall, and also at the Albert Hotel, a short distance from the former. Fine Strawberry Gardens are attached to the two last named.

Billiard Rooms are connected with several of the Hotels, amongst which may be named The Imperial, Bailey's, Clifton Arms, Lane Ends, Victoria, and Talbot, where the tables are kept in good order, and skilful play at pool, pyramid, &c., may frequently be witnessed.

The old CHURCH is dedicated to St. John. It is a plain brick edifice, with a low embattled tower, and destitute of any architectural beauty; but the interior is neat and commodious. It contains about 800 sittings, more than a fourth of which are free. The income of the living, which is a perpetual Curacy, (or, perhaps, more properly a Vicarage, as taking its title from the mother parish of Bispham), is upwards of £300 a year, derived from an endowment of fifty acres of land, fees, and pew-rents. Formerly this was a chapelry under Bispham, but in 1860 it was, by an Order in Council, formed into a distinct parish. The present vicar is the Rev. Norman Stewart Jeffreys. It may be mentioned, to show the progress of Blackpool since 1810, that in that year there was no place of worship, and divine service was performed in a large room in one of the hotels. It was in the year 1821 that St. John's Church was erected; in the year 1832 the building was enlarged, and the still increasing popularity of the watering place demanded another enlargement, which took place in 1847; but it was not until 1851 that the present chancel was added; the expense of which, and part of the debt owing for the previous enlargement, were defrayed by the proceeds of a bazaar held in 1850. The handsome

stained glass window in the chancel was presented by the son and the sons-in-law of the late H. Banks, Esq. In 1861 this church was further greatly improved by raising the walls of the nave and substituting an arched roof for a low ceiling, and by surrounding the church-yard with iron railing in lieu of an unsightly dilapidated wall. The present tower was erected in 1866 in place of one which it was deemed necessary to remove, and contains a peal of excellent bells which were placed therein the following year, principally through the unwearied exertions of the late Mrs. John Fisher. The churchyard of St. John's is the only burial ground in the parish, but the great extension of the town has forced upon the inhabitants and the local board the necessity of providing a public cemetery, and for this purpose the members of the local board have been constituted a burial board, and are about to provide a cemetery at a convenient distance from the town. In a sanitary point of view, and on every account, this is most desirable, as the rapid creation of dwellings around the churchyard will soon find it in the very midst of the population. Attached to the church, and under the direction of the Vicar and Committee are

THE NATIONAL SCHOOLS, situate at Raikes Hill, a little above the Church, which were erected in 1817, and owe their foundation to the zeal and energy of Mr. John Gisborne, at that time a resident in Blackpool. The buildings consist of two Schools, with a master's dwelling-house between. The respected vicar manifests a constant interest in the Schools, which are under Government inspection, and are well-reported of; they are supported by annual contributions, supplemented by the Government grant, and are free to the children of all denominations, who are taught reading, writing, grammar, and arithmetic; in addition to which, the girls are instructed in needlework, &c. At the present time the schools consist of about 260 boys and girls, under the guidance of a resident master and mistress.

THE INFANT SCHOOL, in Bank Hey Street, was erected in 1856, chiefly through the exertions of the Rev. A. Jenour, the late vicar. The building is in the Gothic style, and supplies a want much felt, a fact sufficiently attested by an

average daily attendance of 145 children. Adjoining the school is a dwelling for the use of the mistress. The school and dwelling cost upwards of £1,000.

CHRIST CHURCH.—The temporary iron church first known by this name, opened in June, 1864, was superseded in 1866 by the present substantial structure, opened May 3d, in that year, but only consecrated in 1870. The Rev. C. H. Wainwright is the incumbent. The consecration of this church, September 17, 1870, marked the first visit paid to Blackpool by Dr. Fraser, as Bishop of the Diocese, and very successful special services were held. The architectural style of the church is an early and simple type of decorated Gothic. The walls are thick and the buttresses of great projection. They are of split granite boulders. The east and west ends are lighted respectively by large five and four-light traceried windows and lancets, single or in pairs and groups. The steeple, which is well buttressed, has in its upper stage a belfry for six bells, and is surmounted by the usual vane. Over the staircase of the south gallery there is also a conical roof and finished with an ornamental metal vane. Internally the Church contains sittings for 1,000 persons. A central and two side passages up the nave give access to the seats, which are all open benches with easy sloping backs and seatboards. There is a broad nave with north and south aisles, each lighted by two bay windows, gabled transversely under one roof as a transept. A spacious chancel also—with north and south aisles—the former of which is fitted up as the vestry, and the latter is the organ chamber, which opens into arches with nave and chancel, the former being fitted with a wooden screen. At the western end of the nave is a spacious porch, with a wide double door. At the north-east corner stands the tower, the basement of which serves as a north porch, and as a staircase to the west gallery, which extends over the porch. At the south-west corner is the baptistry, covered with a separate hipped roof, otherwise distinguished from the adjoining part of the church. There are also galleries in the north and south aisles, which increase the pleasing effect of the nave. There are in the chancel, seat for organist, two rows of choir seats on either side, prayer desk, altar, rails, and table. The organ, which is by Mr. Wadsworth, of Man-

chester, was placed in the Church in 1867, and cost upwards of £300. It is intended to erect Schools in connection with the Church, in Queen Street, for 230 scholars, at a cost of about £900, for which plans have been prepared.

THE CHURCH OF THE HOLY TRINITY at South Shore was erected in 1847, and greatly enlarged by the addition of transepts, galleries, and a chancel in 1859. More recently the appearance of the interior has been much improved by a handsome window of stained glass in the chancel. The present incumbent is the Rev. J. Simmons. Attached to the church are a Sunday and day school for boys and girls, with a resident master. Though the annals of our coast are fraught with tales of danger and disaster, there are few monuments to mark the last resting-place of those who have perished on the

“Vasty deep.”

A handsome memorial, however, is erected here to the memory of the Brothers Threlfall, of South Shore, and of Robert Singleton, of Lytham, who were drowned off Cross-slack, near South Shore, whilst engaged in their occupation as fishermen, on the 11th of October, 1860. The monument consists of a pedestal, surmounted by a broken column. On two sides of the pedestal are engraved the names of the deceased, and an account of the disaster which closed their earthly career; on the third an appropriate quotation from Holy Writ; and on the fourth or west side an anchor and cable, emblematical both of hope in the future state and of the profession of those it is intended to memorialise in this. The cost of the memorial was defrayed by public subscription.

THE ROMAN CATHOLIC CHURCH, in Talbot Road, leading from the Railway Station, challenges admiration for its architectural beauty; it is from the design of Edwin W. Pugin, Esq., and was erected in 1857, by the munificence of Miss M. Tempest, sister of Sir Charles Tempest, Bart., of Broughton Hall, Yorkshire. It is in the Gothic style, the exterior built with Yorkshire flag in narrow courses, hammer dressed and tuck pointed, Minera stone dressings. The interior is also dressed in Minera and Longridge stone, which from its colour gives the church a solemn and sombre effect. The plan of the church consists of a chancel, north and south transepts, lady chapel, two sacristies, confessionals,

nave, aisles, south porch, and central western tower. The chancel is separated from the nave and transepts by a richly decorated and moulded arch, and contains an east window with fine lights, which terminate in elaborate wrought tracery; four side windows of three lights each, which are extremely beautiful and enriched with wrought and moulded shafts elaborately carved, on each side of the chancel are the niches opening into the transepts, which rise forty feet high, and together with the chancel arch form an imposing group. The nave is divided into five bays of fifteen feet each, the arches of which are magnificent from their massive proportions and deeply cut mouldings. The tower of the church is of great solidity, and rises to the height of one hundred and twenty-four feet. The whole of the ceilings are divided into panels with pitch pine ribs, principals occurring at intervals to impart greater solidity. Almost the whole of the windows are filled with stained glass by Capronia, (of Brussels,) Barnet, and Wales, which for elegance of design, and delicacy of execution, fully maintain the reputation of these artists. Neither the purse of the foundress, nor the skill of the architect, appear to have been in any way spared in producing the elaborate chaste altars and reredos which grace the chancel and lady chapel, being in most part carved in Caen and Aubigny stone, enriched with alabaster black, green, and red marbles, together with enamelled tiles and brass work. The elaborately carved groups of the Agony in the Garden, and the Last Supper, which enrich the chancel altar, are from the pencil of J. H. Powell, of Birmingham; the designs of the altar in the lady chapel are also by the same artist, and illustrate the Assumption of the Virgin and the Annunciation, all of which are exquisitely carved by Lane. The dimensions are 130 feet in length, 54 feet across the transepts, the chancel is 24 by 18 feet, and the nave rises to the height of 60 feet. The cost of this magnificent building alone, without the internal decorations, amounted to £5,500. The Church is dedicated to the Sacred Hearts of Jesus and Mary, and is the first place erected for the members of the Roman Catholic Faith, who previous to this lay under great inconvenience, there being no place of worship nearer than Poulton, a distance of four miles. In 1866 an excellent Peal of Cast Steel Bells was placed in the Tower. Attached

to the church are excellent day and Sunday schools. The present respected pastor is the Rev. James Bateman, S.J.

THE INDEPENDENT CHAPEL, in Victoria Street, was opened in the year 1849. It is a neat Gothic Building, with accommondation for 750 hearers. It was erected by voluntary subscription, and was free from debt within a week of being opened. The interior is well finished and has a very chaste appearance. The Rev. James Wayman is the resident minister. A Sunday school in connection with the Chapel was opened in November, 1870.

THE UNION BAPTIST CHAPEL, situate in Abingdon Street, and measuring 46 by 86 feet in the clear, was opened in the year 1861. It is a conspicuous object as seen from the Promenade at the bottom of Talbot Square, or from the Pier-head. The main building is of brick, and finished with moulded and polished stone dressings in the Grecian style of architecture. The principal or west front is surmounted by a bold cornice and pediment, and an ornamental tablet on which the word UNION is engraved in relief. The two principal entrances are in this front, approached by a long range of steps and a spacious landing: there is also an entrance at the upper extremity of the building, on each side. The interior, remarkable for its graceful arrangements and pleasing general effect, is fitted with substantial open pews of red pine, and two end galleries. The side pews are slightly raised above the main aisles in benches, and continued in a semicircle round the eastern end; the floor of the principal range of pews is laid raking, rising from the Communion to the back pews. The pulpit arrangements are somewhat unique, but effective. The entire edifice is well lighted by circular headed windows.

THE WESLEYAN CHAPEL, in Bank Hey Street, is a brick building in the romanesque style. Its architectural features are simple and unpretentious; the red brick of the locality is largely employed, even in the corbel tables, labels, string-courses, and other matters usually executed in stone work, yet the effect is attractive and pleasing. The little stonework that is introduced has been judiciously used in window tracery, gable, terminals, pier-capitals, &c. Internally the building consists of a chapel area, measuring seventy feet by forty six, having side galleries, and a spacious gallery over the main entrance, approached by two staircases of stone;

also a large and small vestry, over the former of which is a convenient organ gallery, with a separate staircase. The side galleries are supported by light iron pillars, bearing moulded wooden story-posts, combined with the main timbers, or "principals" of the roof, which, with the rest of the wood work throughout the chapel, is stained and varnished. The chapel is cheerfully lighted; it has a counter ceiling extending from the "collars" of the roof to the side walls, and by this arrangement, and its correct proportions, it is well adapted for the purposes of speaking and hearing. It provides about 760 sittings in plain open benches. The total cost, including expenses incidental to the site, and the premises, amounted to about £3,500. The services are conducted by the Rev. E. Jackson, and other ministers on the Circuit.

A new Wesleyan Chapel has been erected at South Shore, and was opened in September, 1869. It will seat 320 persons, and the whole cost of £1,500 was defrayed by F. Parnell, Esq., of that place. In the following year, through the untiring exertions and munificence of the same gentleman, a Sunday School, attached to the Chapel, was also built to accommodate 250 children. The cost of this building was £490, and of that sum £335 was paid by Mr. Parnell. For several years prior to the Chapel being built, the Wesleyans had a preaching room at South Shore.

THE UNITED FREE CHURCH METHODISTS meet for worship in a small but neat edifice, erected in the summer of 1864, in Upper Adelaide Street. The Rev. H. Hayward is the present officiating minister.

SOUTH SHORE. Below us is the ever moving sea, dotted with craft; while on the sands between us and the white surge—breaking ever on the shore and sending upwards a murmur of melancholy music—groups of gay company pass to and fro, and enliven the scene.

The atmosphere is clear and bracing. On the land side good houses gratify the sight; mansions, cottages, or hotels, standing a little way back from the path with their faces to the sea—always their faces to the glorious sea—we come to the ancient hall of the Tyldesleys, the summer residence already mentioned as Foxhall, at the south end of Blackpool. The mansion, sadly shorn of its ancient fair proportions, is now occupied as a farm house. Time was, when its ancient

kitchen was warm and bright with grand preparations for feasting and revelry, and its halls looked gay with company, among whom were fair ladies and gallant cavaliers; and it is pleasant, even now, to listen to the whispering wind, and fancy it the rustling of silk and the ringing of scabbards on the polished floor. Years of trouble have passed over the old hall in which the partizans of the courtly Stuarts held high festival, and within those hospitable walls it is even asserted that the Pretender found refuge, when, hunted from place to place, he came to Lancashire in the hope of finding among the old Catholic adherents to his house sufficient enthusiasm to raise his banner again in the north, and terrify Dutch William on his throne.

All this, however, may be false and legendary. "The house itself is not of such imposing appearance as to attract observation, yet surrounded by a thick stone wall, so firmly cemented together that time has made little or no impression upon it—on the extremity of a large waste, which how much soever cultivation may now have altered its aspect, seemed at that time to forbid a stranger's approach. A rough sea on the west; on the east a pool, marked in old maps as being half a mile in breadth, now converted to the purposes of agriculture; the country on the south guarded by a stream which runs into the sea, at that time forming a swamp. These peculiarities rendered this little retreat a fortification accessible only on the north; while to guard against sudden surprises from that quarter, there was a kind of tower which commanded a good look out on the top of a staircase; but for still further security, the walls abounding with hiding places, called 'priest's holes,' and secret communications. It contained four or five rooms on each story; in one wing, called the chapel end, now a dwelling-house, divine service was regularly performed by a priest."

The hall, like the ancient family who were its owners, has gone to decay. The remains of the gateway to the south, over which was formerly a rude stone crest of a pelican in her nest feeding her young, *gutta de sang*, now placed in the wall of the adjoining barr.—and the surrounding "cobble wall," which seemingly was a shelter from the winds, but in reality a work of defence—are still

standing, and bid defiance to the levelling hand of time. This hall of the Tyldesleys was comprised in three gables. Over the main entrance, Edward, as a Knight of the Order of the Royal Oak, of which Charles the Second contemplated the creation, had inscribed the motto *Seres facturo nepotibus*. The stone crest is seen on the north-east portion of the building

It seems more probable, however, that the Pretender never was the guest of the Tyldesleys, nor was Blackpool ever honoured by so august a personage; but it is admitted that in consequence of the severe laws enacted against the Catholics, even to placing a price upon the head of a priest, that this stronghold, being in a remote quarter, became, under the name of a hunting seat, a private rendezvous for Popish recusants.

Some writers attribute the origin of Blackpool to the fact of these persecuted priests residing some time at Foxhall; and it may be fairly assumed that they would exercise a beneficial influence upon the inhabitants of the district, by improving their morals and habits, and by spreading a knowledge of the doctrines of Christianity. Be this as it may, however, it does seem probable, that these priests and their visitors were, indirectly, the means of bringing the village of Blackpool into notice. On their return home, it seems reasonable to suppose they would frequently converse about the spot where they had found a secure shelter from the fury of their adversaries: the healthiness of its situation, the beauty and extent of its sands, the grandeur of its wide expanse of sea, and its advantages as a summer retreat would be praised; so that their hearers may have been induced, in more peaceful times, to visit a spot of which they have heard so much.

A little beyond Foxhall, close to the Manchester Hotel, is the Life Boat Station. The life boat, the *Robert William*, was placed on the station in 1864, and under the skilful and intrepid management of a voluntary crew, has been instrumental in affording aid in several cases of shipwreck. Amongst these instances may be noted the rescue of a crew, fourteen in number, belonging to the barque *Susan L. Campbell*, wrecked on Salthouse Bank, April 11th, 1867; assistance to the barque *A. L. Routh*, on the same occasion; and the rescue of the crew of the schooner *Glyde*, stranded

on the South Beach, during the gale on the same eventful morning. The annual expense of the Life Boat Station is defrayed by voluntary contribution, in which many visitors feel it a pleasure to assist.

Less than half a mile from Foxhall will bring us to the centre of South Shore, and on the way keeping along the beach, past the Manchester Hotel and a terrace of houses, we approach two semi-detached residences of good proportions, named Eccleston Bank; then lying a little way back are the Springfield Cottages, for a long time the only dwellings between Blackpool and South Shore; next we approach the Marine Villas, four commodious residences; after these come a terrace of sunny sea side houses, with neat gardens in front, called Crystal Terrace; succeeded by Victoria Terrace, Peel Terrace, Albert Terrace, until we arrive at the Merchants' College, an educational establishment for young gentlemen, conducted by an able staff of masters, and which appears well adapted and commodious. Then follow Doctor's, Spring, and Prospect Cottages, and the Parsonage, the latter a neat Gothic edifice. Behind the terraces are Dean Street, Church Street, Rawcliffe Street, Bolton Street, &c. At about a quarter of a mile distant from South Shore, and standing somewhat back from the road, is Leighton House, the residence of Captain R. Banks. Beyond, a walk by the sands of about five miles,—not a very long walk for healthy folk invigorated by good living and sea air,—brings us to Lytham, of which more hereafter. A pleasant ride through the fields, by way either of the Hey Houses and Middle Lane, or past Peel to Little Marton, and so onward to Raikes Hall, a distance of about eight miles, will bring us back to Blackpool.

NORTH SHORE.—The next day's pedestrian excursion may be by way of the Promenade and the sands, northward of Rossall Hall, either taking Bispham on our route, or leaving it to the right and pursuing the line of beach. Either way, the walk is a very pleasant one. On leaving Blackpool we shall pass Claremont Park and the Imperial Hotel. The walk onwards will bring us to the Gynn House, in connection with which is a story pleasant to believe. It is said that long years ago, the crew of a Scotch sloop, trading to

Limerick, consisting of about a dozen men, were saved from a watery grave by what cannot be esteemed an accident. When all hope had vanished and the vessel was beating helplessly about among the relentless waves, and in danger at any instant of being dashed upon the rocky and inhospitable shore, a glimmering light was observed on the land, by which the despairing seamen were directed to an opening in the cliff, and were thus enabled to steer their barque into a safe haven. This light, the story goes to tell us, was set up in a top window by an old woman who had lost her son at sea. The Gynn House is now occupied as a public house, opposite to which there is one of more recent erection, the Duke of Cambridge. A pleasant walk along the top of the cliffs will bring the pedestrian in a few minutes to that favourite resort of the public, "Uncle Tom's Cabin," where all kinds of refreshments are readily procurable, and where grounds for cricket and gymnastics are available. Continuing the walk either on the sands or cliffs for about four miles will take us past Norbreck and Cleveleys, (where there is a well frequented road side Inn,) to Rossall. During our walk we shall (if the weather be fine) have caught glimpses of the distant Isle of Man; and from the cliffs have gazed upon the far off mountains of Cumberland, and even discerned with a good glass, in the dim haze of the horizon, the Hill of Howth on the eastern coast of Ireland. From the summit of the cliffs, the view of the setting sun is indeed sublime. "When once," says an author, "that orb of light has been seen at Blackpool, dipping his splendour into the bosom of the ocean, reader, thou wilt confess that the poet has rightly named Blackpool

'Foreland of the Fylde:
Region of glorious sunsets.'

"No pencil can depict, no pen describe, that glorious luminary, when, like one vast red globe, floating in mid air, he descends into the vast expanse of waters; by imperceptible movement his form sinks gradually—solemnly, till, the line of the horizon crossing his centre, a semicircle appears just above the swelling wave, and now one single fiery curve, the tip of his circumference is seen, when at once, in the twinkling of an eye, the whole disappears to illumine another atmosphere."

We must not neglect, when abreast of Bispham, to note

that remarkable rock, known as Penny Stone. This curious rock, which is only rarely discernible, stands, when the tide ebbs to its lowest extremity, half a mile from the shore. Few visitors go away from Blackpool without carrying with them a few shells, star fish, anemones, and weeds, from the vicinity of Penny Stone, around which in the shallow water are numerous beds of mussels and other fish. The story of Penny Stone generally believed is this: In olden time Penny Stone stood in the midst of a green plain, on which was a public inn, and that while the traveller was refreshing himself inside with a penny pot of ale, the bridle of his horse was attached to the stone by a ring. Hence originated the name of Penny Stone, from the price of the drink being a penny a pot.

Climbing the boulders, opposite which Penny Stone lies, we come soon in sight of

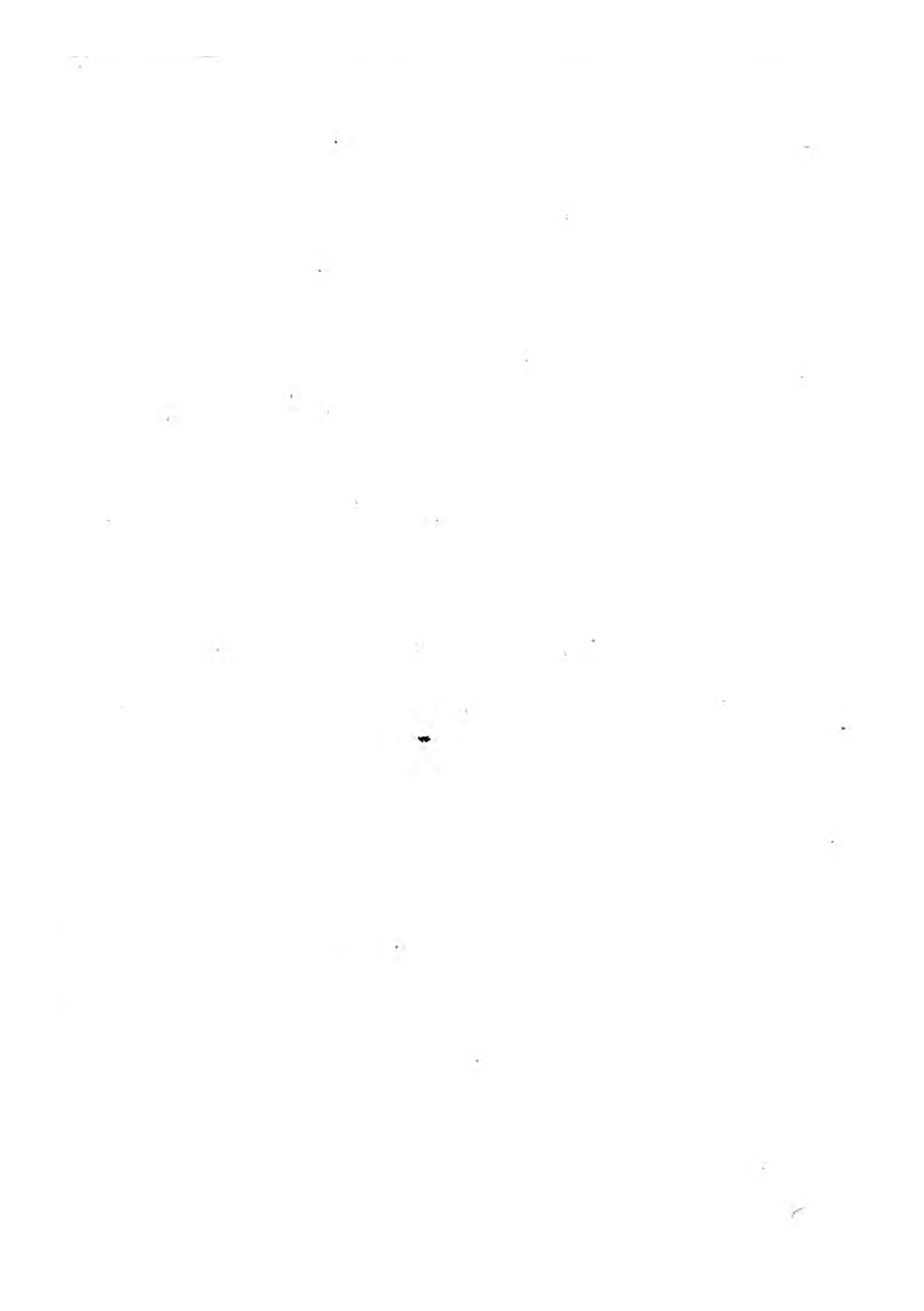
ROSSALL SCHOOL.—This large school was founded in 1844, with the object of giving an education to the sons of Clergymen and others, similar to that of the great public schools, but without the great cost of Eton or Harrow, and embracing also a more general course of instruction in modern literature and science. Convinced in 1850 that the School and its system were appreciated by the public, the Council determined to make it a permanent Institution, by the purchase of the estate and an ample outlay in new buildings, so that full accommodation might be provided for four hundred boys. This establishment is under the management of the Rev. Robert Henniker, assisted by a large staff of masters. Since that year the Rossall estate has been purchased at a cost of nearly £10,000; Archbishop Sumner's Chapel built, and being found inadequate, converted into a Library and Reading-room; the new Chapel erected, fitted up, and decorated; a Dining Hall and new Schools built; with Class-rooms for mathematics, modern languages, drawing, and music; dormitories admitting of division by compartments, so that each boy is almost in a separate room. The original school-room is now fitted up as a lecture-room and laboratory, for instruction in chemistry and general physics. The library contains more than one thousand volumes. The play-grounds are over forty acres in extent, besides an almost unlimited range of sands and sea shore, and contain excellent cricket grounds for all ages.

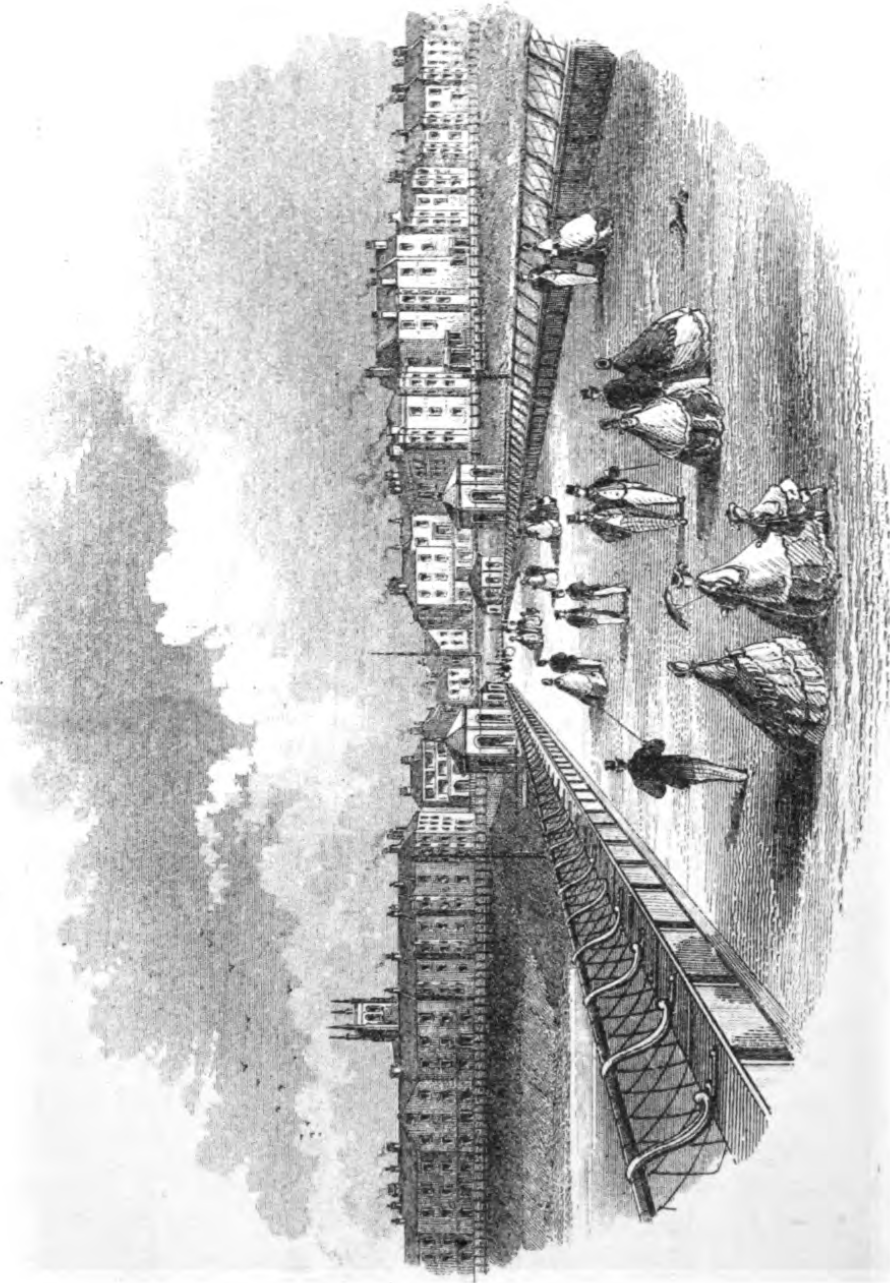
The Council propose at some future time to build a preparatory school on their own land for boys between the age of seven and eleven ; but as a preliminary measure they have purchased Beachfield, a large and handsome residence near the shore, within half a mile of Rossall, and placed it under the personal superintendence of a married clergyman. But the most remarkable among the school buildings, and justly one of the chief "lions" of the neighbourhood is the beautiful Chapel, recently erected by a gift from the Council and private subscriptions principally promoted by the Rev. W. A. Osborne, and George Swainson, Esq., of Liverpool. The architect was Mr. Paley, of Lancaster. The internal decorations are in harmony with the beauty of the exterior; there is an admirable organ by Willis ; an East window in stained glass by Hardman ; the West, Transept, and Chancel windows by Ward and Hughes ; a Reredos in alabaster, and Pulpit in Caen stone, by Geflowski, of Liverpool ; and the painting and illumination of the Nave and Chancel show discretion as well as taste. The beautiful services on the Sunday attract many visitors from the neighbourhood, and admission is freely given either to the services or for inspection on week-days to visitors sending in their cards to the Head Master. A similar facility is allowed at Cricket Matches, and on the Rifle Parade days.

Though so recently instituted, the Classical School has already many successful scholars at the Universities, including First and Second Classmen, Fellows and Scholars at Oxford, Cambridge, Dublin, and Durham, and Wranglers, and Mathematical Prizemen. Rossall pupils have gained the highest honours in the Indian Civil Service and Legal and Medical Examinations, and have passed direct from the school to the army, navy, and civil service, and for the Woolwich and Sandhurst competitive examinations. There are three exhibitions of £50 a year, called the Beechey and Osborne Exhibitions (so named severally after the Hon. Secretary and the late Head Master, by whose exertions the funds were mainly contributed), and the Council Exhibition, tenable for three years at any College in Cambridge or Oxford, and another of £10 a year in books, tenable for three years, founded by Lord Egerton, of Tatton. The Council have promised to give £500 to meet any similar sum raised by the Head Master or other parties for the

endowment of others of £50 a year in value. There are also Scholarships tenable while in School of the value of £30 and £20 a year, reducing the expense of the school to similar sums for the parents of the fortunate winners

The Rifle Corps of the School (the 65th Lancashire) has now a second Company, as well as its Cadet Companies, and there is a brass band attached to it. Swimming Baths and Fives Courts have recently been provided.





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BLACKPOOL PIER.


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CHAPTER IV.

THE SANDS, PIER, SEA BATHING, RIDES, SAILING, ETC.

“There the silvered waters roam,
And wanton o’er the unsteady sand;
Spangling with their starry foam,
The lowering cliff that guards the land.”

STORACE.

HE SANDS. On no portion of the western coast of Great Britain are the sands more level, firm, and extensive than at Blackpool. Indeed for fully twenty miles—that is, from Fleetwood to Lytham—the sands afford a continuous promenade, and in most situations offer no impediment to carriage or equestrian exercise. Every day during the season they are crowded,—at least in the vicinity of Blackpool—with the beauty and fashion of the neighbourhood; while for those who love to linger solitary

“By the sad sea wave,”

a mile or two either north or south, will bring them to lonely spots, where nature may be contemplated in all its grandeur.

The sands at Blackpool are never defiled by the ooze of the sea, or by decaying animal or vegetable matter; and it is remarkable that what is called the “smell of the sea,” which is nothing more than the odour of decomposing seaweeds and shellfish, is never experienced at Blackpool, where the tide makes a clean sweep of the sands right up to the cliffs. Half a mile is thus cleansed with the return of every tide; and it is worthy of remark, that off Blackpool and to the north, a deep deposit of pure marl lies beneath the sand, running to an unknown distance into the sea. These sands need no panegyric. An enthusiastic admirer has thus written of them: that “without exception, they have no equal or rival in the kingdom for extent, breadth, solidity, and pureness. I never took a ramble on them without vowing to frequently renew it, so elevated were

my spirits, so refreshed and invigorated was my whole system, every part of my body glowing with the exercise, and my face mantled with the healthful breeze. Often have I been induced to exclaim, if the far-famed elixir vitæ is to be discovered, if a specific against debility, pain, and disease, is to be met with, it must be sought for in the vicinity of the sea, on the brink of the ever-flowing wave. Age, however, cannot hope for impossibilities,—for the renewed youth of Æson,—but ills incidental to the decline of life may be alleviated, and disease vanish at Blackpool, as rapidly as the visitor's purse. Happily, for the welfare of our town, people are willing to bury both in the same grave, and to leave their money and pain behind. These spacious sands, which are one of the chief abettors of the life-prolonging climate of Blackpool, are fringed or encircled with what is termed a beach of 'shingle or shulla,' the principal portion of which falls from the cliffs, which are undermined by the wasteful action of the sea. These pebbles being removed by the set of the tide, vast masses of marl, &c, are again cast down by the same powerful cause, and scattered in wild, and ruinous heaps, which in turn, being washed away, the process of destruction is repeated, thus continually supplying the shore with shingle. This is the gravel which constitutes the beach, and is ever undergoing, as well as the sands, continual change of place, at one time ranged in lines according to the height of the tide, at another strewn along the surface, then driven onwards progressively, or accumulated in little quiet recesses of the cliffs, or heaped together in profusion, and finally swept away into the bosom of the ocean. The large angular stones usually remain stationary on the spot where they have fallen, and it is remarkable that, to the south, they are found of much smaller dimensions, and not so rotund as the north. To fix on the original sites whence these stones have been torn, would be a task of some difficulty; boulders of all the primitive rocks are scattered over the shore,—flints, stones of a blue or greenish blue colour being most prevalent,—as also Ammonites, *Terrebratulæ*, *Productæ*, *Gryphæ*, *Crinoidea*, Corals, *Septarian* stones, *Jaspers*, *Cornelian*, *Agates*, &c."

We have already spoken of Penny Stone, between

Norbreck and Rossall, and of the supposed force of the waves, at which

“Penny stood, Carlin fled, and Redbank ran away;”

but various other stones of less magnitude—as Carlin and his Colts, Higher and Lower Jingle, Silkstone, Bear and Staff, Old Mother’s Head, &c., lie scattered about the beach, on or near which the industrious visitor will find abundance of sea anemones, shells, sea weeds, corallines, &c.

At low water the sea recedes at least half a mile from the cliff, so that at nearly all hours of the day there is ample room for walking, riding, sitting, or playing on the sands. But it is towards the close of a fine summer’s day that the beauty of the scene is most observable. The sands are alive with gay company, whilst in the west, the setting sun tinges the sky with red, and lights up the distant wave with glory. Behind, rise high the argillaceous cliffs, grey and rugged, while on either hand the edges on the distant rocks and head-lands catch the last rays of the god of day, and at our feet the waves come up with a gentle murmur that soothes the spirits as we gaze upon the vast expanse of green spread out before us. Silence, broken only by the hum of the multitude, or by the splash and hug of the oars of some fishermen or pleasure seeker, or the whirr of some sea bird’s wing as it flashes for an instant before our faces, making the silence more observable by mere force of contrast; till, as we linger on, thoughtful, and with a gentle melancholy mingling with our reverie,

“Night, black and deep, falls on the sea.”

THE PIER.—The Pier stands a prominent and pretty object, as the stranger approaches the beach from the railway station. It was designed by Mr. Eugenius Birch, C.E., of London. The first column was fixed in May, 1862, and the pier was opened amidst great rejoicings, on May 21st, 1863, though it was not fully completed until August of that year. The pier is constructed almost entirely of iron, the only wood-work employed being that used for the deck and the fender piles at the head. The following are the dimensions of the structure:—Approach, 80 feet long; abutment 120 feet long and 45 feet wide; main portion, 1070 feet long and 28 feet wide; and the head, 135 feet long and 55 feet wide, giving a total length of 1405 feet

available as a promenade. The entire superstructure rests upon clusters of iron piles, vertically fixed into the ground by means of screws. The piles at the abutment and main body are wholly of cast iron, and those at the head are partly of cast and partly of wrought iron. The largest of cast iron pillars are 12 inches in diameter, and of an average thickness of $1\frac{1}{8}$ th, and the whole of the columns are filled with concrete, which imparts to them additional stability as a means of support. The piles are placed in clusters, as this mode of arrangement has been found by the engineer to answer most admirably in exposed positions; for, the piles being trussed together and well secured longitudinally, transversely, and diagonally, by the rods and braces, are capable of sustaining the most sudden and violent shocks of the sea—a most important consideration at this point of the coast, where there occurs an extraordinary rise of tide of 35 feet. The clusters are placed at intervals of 60 feet, and resting upon them are the main girders, constructed of wrought iron, and in lengths of 81 feet. The description of girder employed is that commonly known as the plated girder, which, for works of this kind, where great strength is required, is undoubtedly superior to that known as the open or lattice girder. The parapets formed by these plate girders present a very neat and pleasing appearance, both internally and externally, whilst at the same time they constitute a most efficient wind guard. The tops of the girders are turned to the most useful account by being converted into continuous and most comfortable sitting accommodation for between 3000 and 4000 persons, who have an excellent view of the promenaders without at all interfering with the width of the pier as a promenade. Underneath the main girder are fixed numerous wrought iron girders, upon the top of which is laid the planking of the deck of the pier. The planking being laid first longitudinally, and then tranversely, there are no open spaces to admit the wind or spray blowing up, and thus inconveniencing the promenaders. Throughout the entire length of the pier an ornamental casting surmounts the main girder, and this forms a very good back for the sitting accommodation afforded by those girders. As the head of the pier stands no less than 50 feet above water line, every means have

been used to give it strength and stability. With this view the rectangular form has been adopted, as well as for its being calculated to afford the best berthing facilities to vessels coming alongside. Great stiffness is imparted to the head from its being tied together horizontally, vertically, and longitudinally, by three tiers of wrought iron railings, and the lower portions of the piles upon which the superstructure of the head rests are of wrought iron, which with fender piles of wood placed every four feet around the head, it is confidently expected that a steam vessel could come alongside in heavy weather. Ample landing stages, with noble flights of steps, ten feet wide, and of an easy incline, are provided on either side of the head, so that passengers are able to land and embark with great readiness and comfort at all stages of the tide. The approach to the pier, with its gentle incline and grass slopes, has quite a pretty and novel appearance, and presents a most graceful sweep when viewed from the pier or the esplanade. The limits of the pier are defined by ornamental iron gates with lamps, and immediately inside are the toll-houses, which are not high enough to mar the view of the pier from the esplanade or mound. Upon the main portion of the pier are erected several ornamental shelter and refreshment houses, of an octagonal shape, which are placed on side projections. By this arrangement the promenade of the pier is not encroached upon, and the projections impart a lateral stiffness to the whole structure, whilst the seats placed round the octagonal houses afford a fine view of the action of the waves upon the pier in rough weather. Another ornamental shelter house of much larger dimensions, is placed upon the head, which holds a considerable number of people, and serves as a most efficient sun-shade and wind-guard. This house, surmounted by a flagstaff and an elegant lamp, which, according to the regulations of the Trinity Board, is lit up between sunset and sunrise. Lamps are provided along the entire length of the pier, which are lighted at such hours as may be determined on from time to time. The total area of the pier available for promenading purposes is 38,500 feet.

The chief distinctive features of this pier are its elegance of appearance, combined with stability of structure, the

great extent of seat accommodation, and its ornamental shelter and refreshment houses—points which render it far more attractive, and superior as a structure to any other round the coast. The total weight of the iron employed upon the pier is 760 tons, consisting of 420 cast, and 340 tons wrought.

The pier was erected by a company on the limited liability principle, and has been most successful as a commercial speculation, having paid a dividend of 10 per cent. the first year it was opened, and 12½ per cent. last year. The capital of the company is £20,000, and the number of persons who frequented the pier during a single season exceeded five hundred thousand! Not the least important of the advantages which the pier has proved to Blackpool, is the facility it gives for the landing and embarkation of passengers on steamers and sailing boats, for until its erection pleasure steamers did not visit the place; now we have daily excursions.

SEA BATHING is of course one of the most common, as it is certainly the most healthful, of the amusements of Blackpool. In many parts of the coast, bathing in the sea can only be indulged in at or near high tide, the water being too shallow for swimmers; but at Blackpool the beach is admirably adapted for bathing at all states of the tide, and a plentiful supply of bathing machines renders this healthful exercise available in all weathers. In the "good old times"—ere bathing machines and bathing dresses were invented—the taking of a sea bath must have been a work of no small heroism for the fair of Blackpool. The ordinary process in Dr. Hutton's time is thus described: "Each day, at the height of the tide, a bell rang as a signal for every male person to retire from the beach and its vicinity;—and a bottle of wine was exacted as a forfeit for the infringement of this well-known regulation. The coast being clear, one fair form after another stole gently but rapidly down to the water's edge—not being conveyed thither, as at present, under cover of a bathing-machine, but on foot, either enveloped in a cloak, or attended by her maid to assist her in unrobing on the open beach. From the brink of the waves, the lady passed along a rising plank, projecting into the sea, from which she boldly plunged into the water;—then resuming her

dress, she retired to her lodgings. At a stated hour, the bell rang a second time;—the scene changes, and the gentlemen perform their parts in the same comedy. Thus decency was observed, and modesty not put to the blush, nor the feelings of delicacy outraged, as is now frequently the case in watering places.”

All this is changed now-a-days, and machines and bathing dresses render it possible for every visitor to enjoy in safety and comfort that recognised best means of personal purification, a sea bath. From sunrise to sunset horse machines are in waiting on the sands, furnished with cloaks, towels, &c., so that the invigorating plunge may be taken by either lady or gentleman without fear of prying eyes from boat or beach. But in order to prevent the slightest breach of decorum, regulations have been made by the Local Board of Health which ensure the comfort of the most fastidious. Along that portion of the beach most generally used by bathers an arrangement has been made that leaves a good wide sweep of flowing water between the ladies and the gentlemen at bathing times.

With regard to the best period of the day for bathing, doctors differ: some advocating the early morning, some the noon, and others the cool of the evening just before sunset; but all agree that a sea bath should not be taken immediately after a full meal.

A very animated sight is presented on the sands during the season. From the promenade to the water's edge the beach is gay with company, and the young and old, the healthy and infirm, the rich and the poor, are seen riding, walking, sitting, or reclining, in every variety of costume, along the sands or on the parade above. Of late, as already stated, this parade has been repaired, ornamented, furnished with seats, and otherwise beautified, till it may now be considered second to no similar walk in the kingdom. Let us now briefly notice

THE RIDES ABOUT BLACKPOOL. The salubrity of the atmosphere at and around Blackpool has already been more than once adverted to; we come now to speak of the places with which the visitor will most likely make acquaintance in the course of his walks and rides. To those who are fond of equestrian and carriage exercise, every facility is afforded, and parties have only to walk to

the nearest carriage stand to meet with a vehicle suited to their tastes, which may be hired either by time or distance, at rates fixed by the Local Board of Health; or to any of the post horse keepers, who are eminent in Blackpool for studs of saddle horses, ponies, and equipages. Should the carriages, however, be required to go any long distances, it may be as well to give a day's notice, or you may stand a chance of being disappointed, especially during the height of the season. Let us now notice a few of the rides most frequently taken from Blackpool:—

BLACKPOOL TO LYTHAM is a very favourite ride. By way of South Shore, Stony Hill, and the village of Hey Houses, a perfectly level and agreeable road, the distance is about eight miles, and the sea is visible throughout the entire distance, the road never leaving the coast line more than half a mile. Some adventurous folk prefer walking to Lytham by way of the sands, a distance of about ten miles; but on the Lytham end the sands are rather heavy, so that walking is laborious, and riding—to say the least of it—tiresome. The return journey from Lytham may be made through a quiet agricultural district, the first two miles of which pass through the Lytham Park grounds. The places beyond are Ballam, Peel, and Little and Great Marton. This rural route passes over a pretty undulating country. The distance is about nine miles. The coast railway from Blackpool to Lytham is, however, the chief mode by which visitors reach Lytham. The trains run at short intervals and very low fares, performing the journey in about twenty minutes, and thus allowing a longer time for strolling about the pretty village, which ought to be visited by everyone. A novel feature in this railway route is a rather celebrated gipsy camp, and the rabbit warren.

BLACKPOOL TO FLEETWOOD, 10 miles. When the tide is out the ride or walk to Fleetwood by the sands is a very pleasant one; but the route usually taken is by way of Bispham, Cleveleys, and Rossall, returning by Burn Hall, Thornton, and Carleton. This excursion gives the visitor fine views both seaward and landward, the road from Blackpool skirting the coast for a considerable distance beyond Bispham. The old whitewashed church and pretty parsonage house of this village, which gives the name to

the parish in which Blackpool is situated, are generally much admired by the lovers of the picturesque. Rossall School is also passed on this route, and the return journey gives us many pretty inland views. The landscape around Blackpool, it has been well remarked, "does not possess the grander features of inland scenery; but as the want of them is not felt, so they are not necessary in the neighbourhood of the sea. The power of this mighty and mysterious mass of heaving waters in exciting emotions of surprise, wonder, and delight, is ever enduring; as a source of interest, therefore, it is constant and inexhaustible. This is not the case with scenes on land; associated with the idea of man and the works of his hand, like him they are stamped with the character of uncertainty and mutability. The plain and winding dale may be ever so beautiful; the forest may invite with its shady retreat, and the warbling notes of its songsters may enchant our ear, and enrapture the heart; the rippling brook may murmur in sweet accord, the habitations of men may be situated on the green brow of the hill amidst the most lovely scenes of nature; the waterfall may glisten with its rainbow splendour, and

The soaring lark its Maker's praise may hymn,
And hollow caverns echo back its note
In vocal harmony;

still there is something which breathes of mortality, and taints with the bitter herb of regret and sadness our cup of sensual gratification."

But the sea breathes of immortality, never palls with repetition as land scenes do, never fatigues, always excites admiration, and no one ever beheld it without admitting its superiority over the most beautiful landscapes, and without experiencing feelings of intense and indescribable emotion never experienced in viewing even the most charming inland scenery.

BLACKPOOL TO POULTON is a pretty walk or ride of four miles. The new road by way of Talbot Road past the Station to Hoo Hill Mill and Little Carleton, and back by Whinney Heys, Layton Lodge, Layton Hall, and Raikes Hall, is very pleasant for an evening drive, comprising a circle of about nine miles without traversing any portion of the way twice over. The ground is undulating, and leafy

lanes succeed to wide fields and cultivated patches, which are again succeeded by pretty village streets and open country. The Convent of the Holy Child Jesus, on Layton Hill, is a conspicuous object as seen in the early part of this walk. It is used as a Boarding School for young ladies, of whom there are upwards of 40 resident. There are fifteen nuns, two of whom teach the Poor School at Poulton, and one the Catholic School at Blackpool. The site of the proposed Cemetery is on the new road adjoining the grounds of the Queen's Hotel on the Poulton side, and will, no doubt, in a few years, be an object of interest to visitors. The Blackpool Branch Railway also leads to Poulton-le-Fylde, an ancient Saxon town, usually denominated the metropolis of the Fylde.

BLACKPOOL TO SINGLETON through Poulton, returning by way of Mythorp and Staining, is an interesting drive of from thirteen to fourteen miles, through an agricultural district. Singleton is a pretty rural village, and indeed is often described as a model village, it has been so much improved since it came into possession, by purchase, of the late Thomas Miller, Esq., of Preston. Under the most skilful advice he expended large sums in effecting drainage works, which have been of considerable benefit to a great portion of the Fylde district, and particularly to the low grounds lying on each side of the railway between Poulton and Kirkham. In the village is a good country Inn, where visitors may leave their carriages if desirous of inspecting the village, or the Church, which has been rebuilt, and forms a conspicuous object in the surrounding scenery.

BLACKPOOL TO GREAT MARTON, passing Raikes Hall, and back by way of Hays Side to South Shore, is a pleasant drive of about four miles. In this circuit the visitor passes No. 3 Inn and the Albert Hotel, both nice roadside hostelries with pleasant gardens and bowling-greens, about a mile from Blackpool; and at Marton Moss Side are Todd's celebrated strawberry and fruit gardens, the most extensive in the district.

A new project has been started, which will add very much to the already numerous attractions which Blackpool possesses for visitors. We refer to the Raikes Hall Park Gardens and Aquarium Company, who have purchased the estate known as Raikes Hall, about a mile from Blackpool,

on the road to Great Marton. The capital of the company is £25,000 in 5,000 shares of £5 each, and within a few weeks upwards of 3,000 shares have been taken up. The property purchased comprises about sixty acres in extent, and includes a mansion with gardens and grounds capable of being formed into pleasure gardens and recreation grounds of a first-class character. It is also proposed to have an aquarium and other curiosities of great interest, which cannot fail to make the place an attractive lounge. We understand the plans of the company are in a forward state, and it may be expected that the summer of 1872 will find this new source of pleasure open to visitors, though all the plans of the spirited company may not be developed for several years. It is intended to lay out the margin of the estate in suitable plots for villa residences, which will in themselves be pretty and ornamental, and they will supply a want long felt of genteel houses out of the usual street fashion, in which Blackpool has hitherto been singularly deficient.

BLACKPOOL TO BISPHAM, by way of Warbreck, and back by Hoo Hill Mill, is also a pretty drive of about six miles, part of the road lying close to the beach, and no portion above a mile distant. This drive may be extended to Norbreck,* a pretty hamlet on the coast, about half way to Rossall, lying high, and commanding some of the most extensive sea views in the district. Or visitors may leave their carriages in the care of mine host of the Red Lion, at Bispham, and take a stroll through the fields to Norbreck and back, a walk that cannot fail to be enjoyed in fine weather. A more extended drive may be taken in this direction by going two miles on to Cleveleys, and thence to Thornton, where there is a pretty rural church and parsonage, and a country churchyard with flower-strewn graves, simple tablets, and waving trees,—a scene of peaceful serenity, with neat rustic cottages: returning by way of Carleton and Poulton. If the visitor is fond of

PEDESTRIAN EXCURSIONS, he will find many picturesque and agreeable walks about Blackpool. One of the most interesting is that along the cliffs to Norbreck, which in many places rise perpendicularly above the sea to the

* For a pretty description of which read Waugh's "Norbreck," price 1d., sold by W. Porter, Blackpool.

height of several hundred feet, occasionally overhanging in a manner that at first sight would appear rather dangerous, but which, in fact, only enhances the pleasure of the walk, by the infusion into it of a spice of adventure. The land view from the cliffs commands the extensive tract of flat but fertile country to the east, with Poulton, Fleetwood, Lancaster Castle, and the river Wyre; beyond, and in the distance, the hills of Cumberland and Westmoreland towering above and close in the view. With a good glass, on a fine day, many distant places are seen to great advantage from this spot. The Isle of Man is distinctly visible, and the Welsh hills loom out afar; and, in fact, the whole country is visible at a glance: comparatively near at hand, the spires of Bispham, Poulton, Thornton, Lancaster, South Shore, Blackpool, &c., rise into the clear sunny sky whilst

—“ Mountains grey and grand,
And rippling waves, and floating clouds,
Environ all.”

A favourite excursion during the early part of the summer, especially for

PIC NIC PARTIES, is to Pilling Moss, a distance of about eleven miles from Blackpool. To Poulton by rail or carriage, thence across the Wyre, by the Shard Bridge, a recent and beautiful structure, which obviates the danger and difficulty previously experienced in crossing the Wyre at this point. On the north side of the bridge is a respectable inn, prettily situated, and the road from thence leads through a pleasant country to Stalmine, a pretty little village, in which refreshments may be obtained at either of the inns; thence by Preesall Park to the Moss. Here on the swampy ground are congregated, within the space of a few acres, thousands of gulls and other marine birds, whose nests are so thickly scattered over the ground as to render it difficult to walk without destroying eggs or young birds, whilst the air above is filled and blackened with the mothers and fathers of this little colony, flying round and round, and dipping down in fear for their yet unfeathered progeny. Visitors are allowed to visit the grounds only after obtaining the necessary permission, and the removal of young birds or eggs from the breeding ground is strictly forbidden.

Parties visiting Fleetwood should cross the Wyre to Knott End, where there is a good hotel, possessing a pleasant garden and a bowling green, with a pretty walk along the river side. The Wyre abounds with fish, and plenty of sport is afforded to those who are fond of deep fishing. Boats properly equipped with attendants to look to the bait, &c., are to be readily obtained at the Ferry Slip. From Fleetwood the distance to Pilling Moss is only about four miles; a railroad trip, therefore, from Blackpool to Fleetwood and a pleasant walk, will give the visitor a sight of the birds during the season.

To those who are inclined to make a somewhat longer trip,

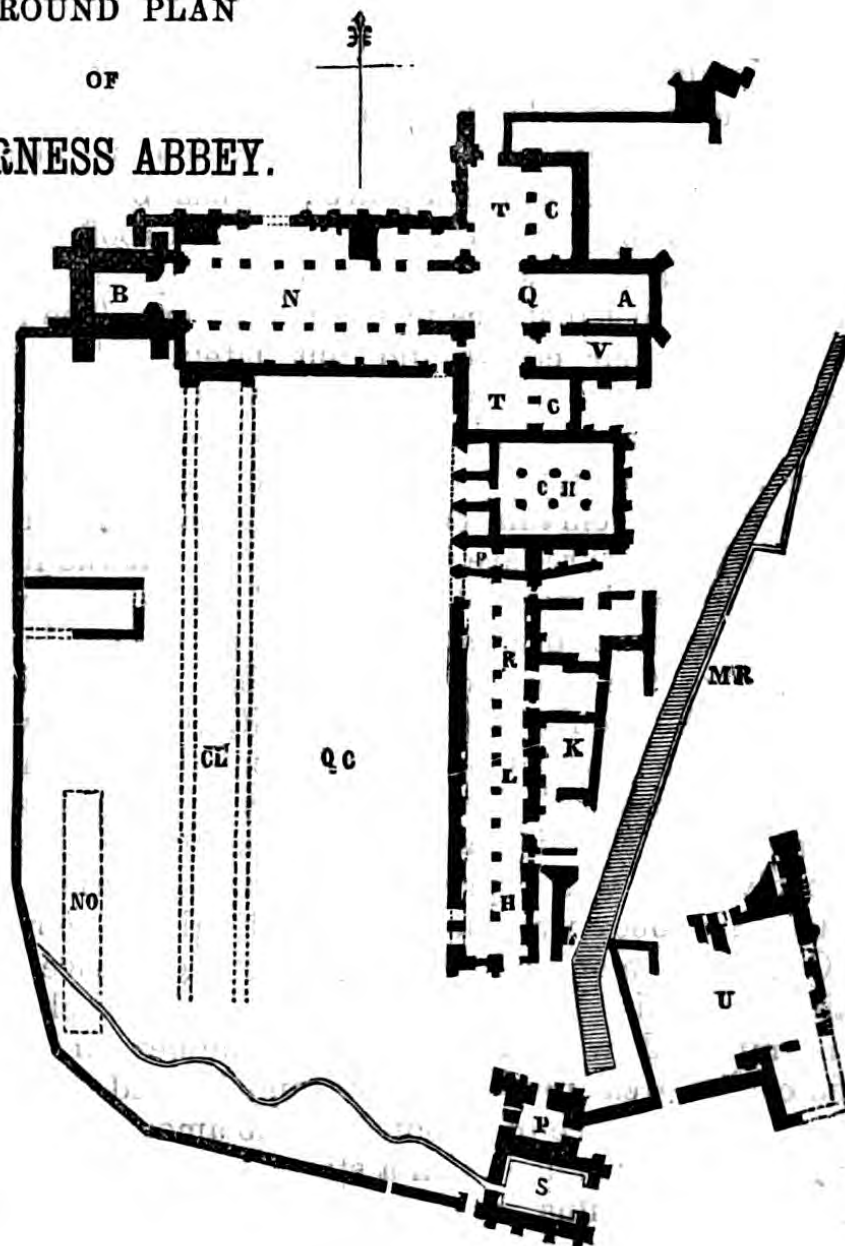
FURNESS ABBEY and the LAKES present the attractions of both a land and sea excursion. Steamers leave Blackpool piers frequently during the season for Piel, whence the Furness Railway conveys visitors to Furness Abbey, Broughton, Dalton, Ulverston, and Windermere. Passengers should be careful to make inquiry, when steamers are advertised to sail to Piel, for Furness Abbey, and satisfy themselves that there will be a train to convey them between Piel and Furness, as this is not always the case, and disappointment and annoyance is the result. When the through route is complete there is no more delightful day excursion than to Furness Abbey, with its luxuriant beauty and serene seclusion. On a clear summer's day the sail to Piel reveals to the eye the fine scenery surrounding Morecambe Bay, backed by the noblest mountains of the Lake District, amongst which are Black Coombe, Coniston Old Man, Helvellyn, &c. Not the least interesting object is Piel Castle, as its hoary appearance meets the stranger's gaze. This castle was built by an Abbot of Furness Abbey, in 1327, for the purpose of guarding the adjacent harbour, and also probably being a place of retreat from hostile incursions, as well as a depository for the valuable articles of Furness. The walls contain no decorations of art; and are equally destitute of all natural embellishments. The steamer is now nearing the Isle of Walney; Barrow is also discernable: on the former, at the southeast end, is placed a lighthouse, erected in 1790, about sixty-eight feet high, with a revolving light.

The Abbey of St. Mary of Furness was founded in the year 1127, under the patronage of Stephen, Count of Moreton, afterwards King of England. The monks placed in this monastery came into England under the direction of Evanus, and established a colony at Tulketh, near Preston, Lancashire, in 1124, where they remained three years, when they removed to Furness, and selected for their place of settlement a most retired and romantic spot, in a deep and narrow vale, now known as the Vale of Nightshade, little more than six miles from Ulverston, and one and a half miles from the ancient town of Dalton. By the charter granted by Stephen, the Abbot of Furness and his convent became the possessors of the entire lordship of Furness. There is no positive information respecting the number of the inhabitants of the monastery; but they consisted of two classes, the clerical and lay brethren. The former consisted of thirteen when they took possession of the Abbey in 1127; and when they were ejected, in 1537, they numbered thirty-three, but the lay brethren are supposed to have amounted to several hundreds, being occupied in agricultural pursuits. The abbot presided over the community and was possessed of great power. He appears to have been summoned to Parliament several times in the reigns of Henry III., Edward I., and Edward II., though he never availed himself of this privilege, probably from the difficulty of travelling in those days. In addition to the accommodations of the monastery, he had a residence a short distance from the northwest of the church, where the hotel, formerly "Manor House," now stands; but this erection was either re-built or modernized about the reign of James I. The best view of the ruins is from the eminence opposite the east window. On the hill close by, are the remains of a beacon or watch-tower, which was built for securing the abbey against the attacks of the Scotch. The magnitude of the abbey may be known from the dimensions of the ruins; and enough is standing to show the style of the architecture, which breathes the plain simplicity of taste which is found in most houses belonging to the Cistercian monks, which were erected about the time with Furness Abbey. The round and pointed arches occur in the doors and windows. The

fine clustered Gothic and the heavy plain Saxon pillars stand contrasted. The walls show excellent masonry, are in many places counter-arched, and the ruins discover a strong cement. The east window of the church has been noble; on the outside, under an arched festoon, is the head of Stephen, the founder; opposite to it, that of Maud his queen, both crowned and well executed. In the south wall, and east end of the church, are four seats adorned with Gothic ornaments. In these the officiating priest, with his attendants, sat at intervals during the solemn service of high mass. In the middle space, where the first barons of Kendal are interred, lies the procumbent figure of a man in armour, cross-legged. The chapter house is the only building belonging to the abbey which is marked with an elegance of Gothic sculpture; it has been a noble room of sixty feet by forty-five. The vaulted roof, formed of twelve ribbed arches, was supported by six pillars in two rows at fourteen feet distance from each other. The noble roof of this singular edifice did but lately fall in; the entrance or porch is still standing, a fine circular arch, beautified with a deep cornice, and a portico on each side. The tower has been supported by four magnificent arches, of which only one remains entire. They rested upon four tall pillars, whereof three are finely clustered, but the fourth is of a plain unmeaning construction. The west end of the church seems to have been an additional part, intended for a belfry, to case the main tower; but that is as plain as the rest: had the monks even intended it, the stone would not admit of such work as has been executed at Fountains and Rievaulx Abbies. The east end of the church contained five altars, besides the high altar, as appears by the chapels; and probably there was a private altar in the sacristy. In magnitude this abbey was the second in England belonging to the Cistercian monks, and the next in opulence after Fountains Abbey in Yorkshire. The church and cloisters were encompassed with a wall, which commenced at the east side of the great northern door, and formed the strait enclosure; and a space of ground, to the amount of sixty-five acres, was surrounded with a strong stone wall, which enclosed the mills, kilns, ovens, and fish ponds belonging to the abbey, the ruins of which are still visible.

The following plan of the ruins will enable the visitor to trace at his leisure the extent of this once noble structure: and loitering amidst its grass covered aisles, he may contrast the past with the present, and regret or rejoice at the change which time and circumstances have wrought in the once solitary Vale of Nightshade, as the shrill whistle of the railway train now disturbs his contemplations every few minutes.

GROUND PLAN
OF
FURNESS ABBEY.



Explanation of the Ground Plan of Furness Abbey.

A, the east end of the church where the high altar stood; Q, the choir; C C, chapels; V, the vestry; T T, the transept; N, the nave of the church; B, the belfry or tower; C H, the chapterhouse; R, the dining-room or refectory; L, the locutorium, calefactory, and conversation room; H, halls and rooms; S, the school-house; P P, passages; C L, the opposite wing of the cloisters razed to the ground; Q C, the area of the quadrangular court; P L, a porter's lodge and gateway; M, the mill; M R, the mill race; O, the great oven; N O, ruins of the noviciate; U U, the ruins of buildings of uncertain extent and appropriation.

The railway from Broughton to Coniston Lake affords the visitors at Fleetwood, Blackpool, or Lytham an opportunity of a trip to that beautiful lake and back the next day. The railway is a continuation of the old line from Broughton, running up the Woodland Valley to the ancient village of Torver, then skirting the famous Old Man mountain to the village of Coniston, within a short distance of the lake. The lake opens upon the view at Torver, and the passing glimpses of lake and mountain scenery from that point to the head of the lake cannot be surpassed. A steam gondola makes several tours of the lake daily, starting from the Waterhead; and coaches run in connection with the trains to and from all parts of the lake district, thus forming a complete link of communication between that delightful locality and the watering places on this coast. For times of starting and complete arrangements, we refer the reader to the columns of the *Blackpool Herald*, and the company's time bill at the *Herald* Office. We may now say a few words about

SAILING on the sea at Blackpool. Steamers make excursions daily from the Pier-head to Southport, Morecambe, Barrow, Lytham, Llandudno, and other places; but the principal station for row-boats, yachts, and other kinds of light sailing craft, is the Wellington Hotel. The water excursions at Blackpool are not of the smoothest or lightest, and the lover of aquatics must make up his mind for some rather rough tossing occasionally. In fine weather, however, the sea is as smooth as glass, and then it is covered

with boats full of ladies and gentlemen, who generally content themselves with an hour or two upon

“The bosom of the mighty deep,”

And the gentle breezes of summer do not usually undulate the waves more than is necessary to infuse a little agreeable excitement into the trip, so that for such as love “to ride upon the tossing waves” the opportunity is seldom wanting at Blackpool during the summer. And surely, for the strong and healthy, nothing can be more delightful than boat exercise, even when the sea puts on its ruffled shirt. Visitors fond of a sea trip, should go to Fleetwood, where first-class steamers sail for Belfast every evening, and tickets are issued enabling the tourist to visit the Giants’ Causeway, and other noted localities of the Emerald Isle, at “excursion rates.”

SOUTH BLACKPOOL JETTY.—This new pier, jutting out from the South Beach, between the Wellington and York Hotels, was designed by J. E. Mawson, Esq., C.E., the contractors being Messrs. R. Laidlaw & Son, of Glasgow. The first pile was screwed on the 3rd of July, 1867. The approach and main body with its various abutments are made of iron; the jetty, &c., entirely of timber. The piles are cast iron twelve inches diameter, nine feet long; and the columns are of wrought iron plate of the same diameter as the piles. The entire deck is laid with $2\frac{1}{2}$ inch planks, nine inches broad, laid diagonally on timber joists. The arch girders are of wrought iron, sixty feet span, and the length of promenade from entrance to pier-head is 1100 feet, the low water jetty being 400 feet, thus giving a total length of 1500 feet. The breadth of the main body is 24 feet; of pier-head 58 feet; and here there is a clear space of 58 by 80 feet for dancing.

CHAPTER V.

THE BOTANY, CONCOLOGY, &C., OF BLACKPOOL.

77

“ See various trees their various fruit's produce,
Some for delightful taste, and some for use ;
See sprouting plants enrich the plain and wood,
For physic some, and some designed for food ;
See fragrant flowers, with different colours dy'd,
On smiing meads unfold their gaudy pride.”

THOSE who are fond of botanizing will find ample amusement in the fields and meadows around Blackpool, and on the Sand Hills and Mosses about South Shore and the Heys Side. Bentley, in his diary (1783), mentions Neptune's Sea-beard, Sea-heath, Sea-bladder, Clubmoss, Sea-horsetail, Sea-fans, narrow-leaved Seawrack, Water Crowfoot, Maiden-hair, Grass-wrack, and Lentil, as among the weeds found at Blackpool.

The SEA FOWL common to the coast and fields about Blackpool, are the Wild Goose, Seal, Mallard, Shell Duck, Goosander, Water Hen, Didopper, Heron, Redshank, Plover, Snipe, Cormorant, and the following :—

Grey Gull	Barn Owl	Sand Marten
Blue Gull	Rooks	Swift
Common Sea Mew	Crows	Goatsucker
Black Cap do.	Jackdaw	Wryneck
Red Legged do.	Raven	Cuckoo
Kingfisher	Figeon, wood	White-throat
Royston Crow	Ditto, blue	Wheatear
Norway Spink	Ring Dove	Whinchat
Larks	Starling	Willow Wren
Marsh Linnets	Fieldfare	Landrail
Buzzard Hawk	Thrush	Woodcock
Common Hawk	Swallow	Quail
Grey Owl	Marten	

The following is a list of the marine CRUSTACEOUS ANIMALS found in the neighbourhood of Blackpool :

Cancerida.

Cancer Pagurui	Black-clawed Crab
Cancer Mænes	Common Crab
Pilumnus hirtellus <i>Leach</i>	Bristly do.

Natatores.

Portumus Variegatus, <i>Leach</i>	Variegated Crab
Portumus corrugatus	Wrinkled Crab
——— depurator	Cleanser do.
——— arcuatus, <i>Leach</i>	Arcuated do.

Quadrilatera.

Gonoplax angulatus	Angutar Crab
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Trigona.

Maia Bufo	Spider or Toad Crab
Eurynome aspera, <i>Leach</i>	Rough do.
Stenorynchus Phalangium	Slender-legged do.

Orbiculata.

Corystes dendata	Toothed Crab
Pinnotheres Pisum	Pea do.
——— varyans, <i>Leach</i>	Varying do.
Porcellana platycheles	Great-clawed do.

Pagurii.

Pagurus Bernhardus	Hermit Crab
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Carides.

Palæmon serratus	Common Prawn
Crangon vulgaris	Common Shrimp

Amphipoda.

Corophium longicorne	Long-horned Corophium
Calitrus Locusta	Locust Sandhopper
——— Gammerellus	Shore do.
Gammarus spinosus	Spinous Gammarus
——— Locusta, <i>Leach</i>	Locust do.

Isopoda.

Cymothoa Asilus	Two-plaited Cymothoa
Ligia oceanica	Bifid-tailed Ligia

SHELLS are found in great numbers and varieties among the sands on this coast. The following is a list of the principal kinds of marine shells common to Blackpool and its vicinity :

Nautilus of several kinds	Neritacea of several kinds
Radiolata do.	Ostracea do.
Convolvulata do.	Pectinida do.
Collumellaria do.	Mytilacea do.
Purpurifera do.	Arcacea do.
Canalerifera do.	Cardicea do.

Turbinacea	do.	Conchacea	do.
Scalariana	do.	Nympacea	do.
Corbulea	do.	Matracea	do.
Myaria	do.	Soloricea	do.
Pholadaria	do.	Serpula	do.

and some others more rarely met with. Besides these there are to be found numerous specimens of the Honey Comb, Lugworm, Nephtys, Lycoris, Sea Catterpillar, Tuberculated Leech.

Various kinds of ray fish and polypes also occur on these shores. A list of these would occupy too much space; but it may be mentioned that the Sea Anemone (*Actinia*), the Squirtee (*Ascindia*), the Sea Fig (*Aplidium*), the Sea Urchin (*Echinus*), the Sea Star (*Asterias*), the Sea Nettle (*Oynea*), and others are to be found among the radiata, and that various shapes of polypes occur in the form of Lobeling (Deadman's hand), sponges, coral, liverwort, coralline, sea cypress, &c.

SEA WEEDS are also to be found on and about the beach, although not to so great an extent as on less exposed coasts, from causes already mentioned. "The delicate tints and exquisite beauty which characterize many of the lovely forms belonging to the natural order Algæ, cannot fail to inspire the most superficial observer with mingled feelings of surprise and astonishment; but to the true votaries of Flora, the examination of a well-preserved collection affords a delight almost ecstatic. So much, indeed, are sea weeds generally admired, that many ladies of distinction rank with the ablest modern Algologists.

"This curious order of vegetable is the one which approaches the nearest to certain animals; indeed the most skilful naturalists have hitherto been unable to draw the line of distinction between the least perfect of these plants, and the less highly organised of animals; so that amongst some of the minute species, what the botanist considers, and describes, as a plant, the zoologist asserts to be a congeries of minute Animalcula strung end to end. Nor are the naturalists wanting of high reputation for accuracy, who describe some of these extraordinary productions as beings in which the animal and vegetable nature follow each other in the same individual,—being vegetables in the earlier part of their existence, but producing, or resolving

themselves into, microscopic animalculas, which, after a certain length of time, again become filamentous vegetables."

In the English Flora of Dr. Hooker upwards of five hundred species of Algæ are enumerated, and of these about three hundred and fifty are marine. The following is a list of those occurring on the shores about Blackpool, arranged and named in conformity with the celebrated Professor de Andolle's "Botanicon Gallicum":

Fucaceæ.

Cytoseira fibrosa	Fibrous Bladder-chain
Fucus siliculosus	Potted Wrack
—— nodosus	Knotted
—— canaliculates	Channelled
—— vesiculosus	Bladdery
—— serratus	Serrated
Desmarestia aculeato	Prickly Desmarest
Furcellaria lumbricalis	Slippery Forkweed

Laminariæ.

Himantalia lorea	Thong Sea Trap
Laminaria saccharina	Sugary Flakeweed
—— digitata	Fingered

Florideæ.

Halymenia rubens	Red Sea-film
—— membranifolia	Membranous-leaved
—— edulis	Esculent
—— palmata	Palmated
—— lacerata	Lacerated
Delesseria alata	Winged Delessier
—— sinuosa	Sinuuous-leaved
Chondrus mammillosus	Mammillated Gristleweed
—— crispus	Curled
Gelidium corneum	Horny Jellyweed
Plocamium vulgare	Common Mingle-hair
—— plumosum	Feathery
Lomentaria Opuntia	India-fig Lomentweed
Laurencia pinnatifida	Pinnatifid Pepper-dulse
Gigartina purpurascens	Purplish Plumweed
—— plicata	Entangled

Dictyotæ.

Dictyota dichotoma	Dichotomous Netweed
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Ulvaceæ.

Chorda Filum	Thread Ropeweed
Ulva fistulosa	Fistulose Laver
—— compressa	Compressed
—— purpurea	Purple
—— Lactuca	Lettuce

Chaetophoroideæ.

Nostoc mesentericum	Mesenteric Nostoch
Rivularia atra	Black Rivuletweed

Ceramieæ.

Cladostephus spongiosus	Spongy Bottle brushweed
Sphacelaris scoparia	Broom-like Rustweed
—— pennata	Feathered
Polysiphonra polymorpha	Polymorphus Multitube
—— urceolata	Pitcher-fruited
Ceramium diaphanum	Diaphanous Hornweed
—— rubrum	Red
—— elongatum	Elongated
—— setaceum	Setaceous
—— corallinum	Coral-like
—— equisetifolium	Imbrecated
—— coccineum	Scarlet
Ectocarpus littoralis	Littoral Outward fruit
—— siliculosus	Podded
—— tomentosus	Woolly
Elachistea scutellata	Target Dwarfweed
Desmarestella confervicola	Crowsilk Desmarestelle

Conferveæ.

Conferva rupestris	Rock Crowsilk
—— lanosa	Woolly
—— fuciola	Wrack
—— tortuosa	Twisted


Diatomeæ.

Daitoma marinum	Marine Cutweed
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CHAPTER VI.

FLEETWOOD.

“A few brief years ago, and on this very spot
All nature ran wild and improvement was not ;
The chill waste of Lapland could only compare
With wild Rossall Warren, unsheltered and bare,
But see what have talent and enterprise done—
A beautiful town from a wilderness won.”

N 1837, Fleetwood is described as “a new town intended to be erected at the termination of the Preston and Wyre Railroad. Vigorous operations have already (1837) commenced, a few houses have been erected, and the principal streets have been marked out by the plough.” Thirty-one years have elapsed since these words were written, and Fleetwood is now a busy port, with the promise of a glorious future. Possessing one of the finest natural harbours in the world, which is safe at all times of the tide, Fleetwood only requires docks and capital to be one of the most splendid ports on the western side of the island.

Fleetwood owes its existence to the spirit and enterprise manifested by the late Sir Peter Hesketh Fleetwood, Bart., the owner of the soil. This gentleman projected a railway from Preston to the mouth of the Wyre, at a time when railway communication was enjoyed only by a few of the largest towns in the kingdom ; and to give such privileges to the sterile plain of Rossall Warren, the aborigines of which were the rabbits and the sea birds, was accounted vain and visionary. Sir Hesketh, however, knew the harbour of Wyre to possess facilities for the establishment of a port and the development of trade ; he knew that its safety was a proverb ; and we have it on the authority of Baines, that “when seamen on the coast wish to express the certainty of any future event, or the security of any place, they are accustomed to say it is “as safe as Wyre ;” that the approach from the sea was short and easy ; and he

foresaw that if its advantages could be made accessible to the commercial towns in Lancashire and Yorkshire, the immense saving in harbour dues and port charges over Liverpool and other places, would secure a trade to justify his anticipations. Accordingly, a company was formed, and obtained their first Act of Parliament to make the railway in 1835, and on the 15th of July, 1840, it was opened for traffic. In the meantime the new town of Fleetwood had been rapidly rising into notice, on the northern part of the township of Thornton, which forms a peninsula, bounded on the east by the estuary of the Wyre, and on the north and west by the Irish sea; streets had been formed; hotels, houses, and shops erected; the harbour deepened, improved, beacons, and lighted; landing stages and a pier constructed; and the once lonely seagirt warren, whose shores were accustomed only to the murmur of the waves and the mew of the sea birds, had become peopled by a busy, thriving, and energetic population.

The improvement of the harbour was committed to Captain Denham, R.N., and, under his superintendence, the short sea-reach course was buoyed and beacons, and adapted to night navigation by the erection of the Screw Pile Lighthouse, at the foot of the Wyre (see page 51), and two shore lighthouses in upper and lower order, of 90 feet and 30 feet altitude. In his account of the port, Captain Denham thus speaks of the Wyre:—"The river Wyre assumes a river character near Bleasdale Forest, in Lancashire, and after passing the line of road between Preston and Lancaster, at Garstang, descends, as a tortuous stream, for five miles westward; then, in another five mile reach of three-quarters of a mile wide, north-westward, sweeping the bight of Skippool, near Poulton-le-Fylde, on its way, and bursting forth from the narrows at Wardley's, upon a north trend, into the tidal estuary, which embraces an estuary three miles by two, producing a combined reflux of back water equal to fifty million cubical yards, and dipping with such powerful under scour during the first half ebb, as to preserve a natural basin just within its coast line orifice, capable of riding ships of eighteen or twenty feet draft, at low water spring tides, perfectly sheltered from all winds, and within a cable's length of the railway terminus, nineteen

miles from Preston, and in connection with Manchester, Lancaster, Liverpool, and London. It is on the western margin of this natural dock that the town, wharves, houses, and docks are rising into notice, under the privilege of a distinct port. * * * * The original short course of the Wyre to the open sea is freed from the usual river deposit, its silting matter being kept in suspension until transferred and hurried forth at right angles by the ocean stream. It is, therefore, the peculiar feature and fortune of Wrye, that instead of a bar intervening between its bed or exit trough and open sea, a precipitous river shelf exists."

The town was laid out by Decimus Burton, Esq., architect, of London, and forms nearly three parts of a circle, all the main streets converging towards the Mount, with transverse sections, which from the peninsulated position of the place is perhaps the prettiest design that could be hit upon. The streets are wide and airey, but there is less space at the rear of the houses than is desirable, especially in those instances where dwellings have been erected in the occupation roads; and it is deplorable that in a new town cellar dwellings should exist at all. There are some excellent houses, of course all modern, and the upper terrace consists of a well proportioned and graceful row of stone houses, overlooking the river and bay, whilst the hotels are all commodious, with considerable pretensions to the ornamental. The Fleetwood Arms was the first hotel, if not the first house, erected; the Victoria was next in point of time; and then the Crown Hotel, a handsome and substantial structure.

The Church, dedicated to St. Peter, was opened for Divine service in 1841; it is built of stone with a tower and spire, and contains accommodation for about six hundred persons, one-third being free seats. The Rev. G. Y. Osborne, M.A., is the present incumbent. The churchyard has recently been enclosed by an iron palisading; and galleries erected in the church, which have greatly increased the accommodation.

The Roman Catholics have erected a new and handsome church in East Street, which was opened by Dr. Goss, on Sunday, December 1st, 1867. It is built from designs by E. Welby Pugin, Esq., and its general style is early English of the 13th century. The building consists of a

nave and two isles, with an apsidal sanctuary at the east end; it is about one hundred feet long, thirty-five feet wide, and fifty feet in height. The exterior is built of stone, the body of the walls being Yorkshire parpoints, whilst the dressings are of Longridge stone. The builder was Mr. T. A. Drummond, of Fleetwood, and the cost is about £4,000. The priest is the Rev. Thomas Bridges.

The Wesleyan Chapel is a neat brick building with school-room beneath. The resident minister is the Rev. C. G. Turton.

The Independents have a commodious chapel, surmounted with a tower, in East Street, and a school-room under, of which the Rev. H. Lings is pastor.

The Primitive Methodists have also erected a plain neat chapel in West Street. The pulpit is supplied by local preachers and circuit ministers from Preston.

Fleetwood is not destitute of educational provision for the labouring classes, there being a day school in connection with the Roman Catholics, and attached to the Church are the Testimonial and Infant Schools. The Testimonials are so called from being erected by subscription, as a testimonial to the founder of the town and port. They are situated in West Street, surrounded by an enclosure wall, and elegant railing, gates, &c, and consist of a distinct school for boys and girls, a house for the mistress, and an extensive area of play and garden ground. The building is of neatly-faced brickwork; the mullions, window jambs, door jambs, and mouldings, are of neatly-worked Longridge stone, and the style of architecture preserves a happy medium between the pure Gothic and that prevailing during the Elizabethan era. The schools are under government inspection, and are supported by voluntary aid. The number of scholars in daily attendance is about three hundred and sixty, including infants, all being under the management of a committee with the incumbent as chairman.

The foreign trade of the port has been very considerable in timber since its establishment; the low port charges, facilities for discharging, reloading, and despatch, having attracted several spirited merchants to the trade; and many cargoes of cotton are now imported direct to Fleetwood every year, with such a favourable result to the parties con-

cerned, as induces a hope that this is only the germ from which a largely growing trade will spring. The bales can be lifted from the ships' holds into the railway waggons, and conveyed without detention, risk, or forwarding fees, to the warehouses of the consignees, at an immense saving as compared with the dues charged at Liverpool. To show that this is no idle boast, we may state that on two cargoes of cotton, ex-barque "Favourite," one imported into Fleetwood and the other into Liverpool, the saving in port charges on ship and cargo in favour of Fleetwood amounted to £345 6s. 9d. ; and adding warehouse rent, and assuming Preston to be the place of consumption of the cotton, a further saving would be effected to the consumer, by importing into Fleetwood, of £105 2s. 6d., being a total saving of £450 9s. 3d. on the cargo.

The Steam Shipping trade of the port has also been most successful ; that with the Furness district having been maintained by a daily communication since the opening of the railway in 1840 ; and, on a larger scale, the Belfast line of steamers have done much to signalise the port as an unrivalled steam packet station.

Of the port it only remains to say that though started under the privileges of a distinct port and customs establishment, it was subsequently reduced to a creek under Preston, then raised to a sub-port, and afterwards again to independence. It is now an independent port, with collector, examining officer, and four out-door officers. The number of vessels registered at the Custom House belonging to this port is 87, with an aggregate registered tonnage of 11,693. The total tonnage inwards and outwards during the year 1864 was about 700,000 tons, the number of ships in and out for the same period being 6,000. There are four pilots belonging to the port, licensed by the Honourable Commissioners of the Trinity House, and acting under the control of a local committee. The extent of quay room and wharfage is nearly 3,000 feet, the railway being laid along the whole length, and powerful steam cranes fixed at short distances. The Government Tidal Harbour Commissioners reported as follows in 1846 : " Fleetwood-on-Wyre has at once become a port of consequence, and the admirable system of lighting employed in its channel, its extent of quay accommodation, and its well-appointed and powerful

steamers, offer an instructive example of what well-directed skill and energy can accomplish in a few years."

The extensive premises, formerly the North Euston Hotel, have been purchased by Government for military purposes, who have also purchased a large tract of land for rifle practice, about a mile from the town. The main building has a semi-circular frontage of more than 200 feet, and is chiefly appropriated to officers' quarters. To the south and west of the premises new Barracks have been erected for 300 men, besides quarters for married soldiers and staff sergeants, and since the discontinuance of the School of Musketry in September, 1867, still further accommodation has been made for soldiers, so that there is now ample room for 600 men. Adjacent to the rifle practice ground, about a mile from the town, there is a hut encampment for 200 soldiers, 10 officers, 14 married soldiers, with lecture room, hospital, &c.; and a large number of men are usually encamped under canvas, for rifle practice, during the summer months.

As a watering place and summer residence, Fleetwood has attractions of a different character from its neighbours: it does not present such a bold front to the open sea as Blackpool, nor does it partake so much of a river character as Lytham. Situate on the banks of the Wyre and shores of Morecambe Bay, on a dry sandy soil, its claims to notice as a seaside resort rest upon its diversified scenery, agreeable yachting and fishing, together with very excellent bathing accommodation. The country across the Wyre affords many pretty walks and rides, and the picturesque villages of Preesall, Stalmine, and Pilling, are within easy distances. A sail up the river to or beyond Wardless, the ancient port of the Wyre, will be enjoyed by those who like the still waters and green pastures, whilst such as prefer the buoyancy of the sea may, with equal readiness, secure their object by a sail towards the lighthouse, or across to Piel. A pleasant seaside stroll may be taken to Rossall Landmark, near which, on the sea bank, are innumerable specimens of marine shells, and along the shore some good varieties of sea weeds—indeed, all the kinds named as indigenous to Blackpool may be found here in abundance. This walk may be pleasantly extended to Rossall School (referred to in a former chapter) thence returning by the highway

to Fleetwood. Visitors will be sure to stroll up to the Mount, on which is a pretty octagon erection with a Chinese kind of roof, where refreshments are sold in the season. On the east and south side of this eminence lay the town, wharfs, and shipping, with the river and railway. Looking seaward, the Bay of Morecambe, with the ruins of Piel Castle, lies before us, while the Wyre, dotted with craft and gay with shipping, imparts a lively and interesting aspect to the scene, and affords a pleasant lounge for an hour or two.

Thus Fleetwood, besides possessing a first-rate situation for trade and commerce, combines within itself all the attractions of a watering place, and promises to become more and more celebrated as a favourite resort for those who seek either commerce or pleasure. The present resident population is about 4,000.

CHAPTER VII.

TOWNS AND VILLAGES IN THE FYLDE.

“What a goodly prospect spreads around
Of hills, and dales, and lawns, and spires,
And glittering towns, and gilded streams, till all
The stretching landscape into smoke decays.”

THOMPSON.

A GUIDE TO BLACKPOOL can scarcely be complete without some notice, however brief, of the other towns and villages in the Fylde. Without pretending to do justice to the subject it will, nevertheless, be our duty to devote whatever space is at our disposal to a description of Lytham, Poulton, Bispham, and some few of the smaller places around Blackpool. First of

LYTHAM,

A township and parish without any dependent township, on the northern bank of the estuary of the Ribble, eight miles south of Blackpool, and twelve miles west of Preston. It is a pretty marine village, abounding with attractive scenery, good bathing, and every accommodation for visitors. With its balmy air, grass-carpeted beach, elegant villa residences, and cleanly roads and promenades; its river and rural scenery; its pretty churches, elegant shops, and numerous river craft, Lytham is well worthy a visit. The grounds belonging to Lytham Hall, the residence of J. T. Clifton, Esq., have been lately thrown open to the public during certain periods of the year, and thus a fine park, as it were, given to Lytham and its visitors. The usual attractions belonging to watering places will be found here—good bathing, firm sands for riding or walking, a pier, a library, news-room, billiards, &c., with well-appointed hotels and boarding houses. The opening, in 1845, of a branch railway to Lytham, through the Clifton estates, has added greatly to the popularity of the place, by connecting the little village with the great world. There are no antiquities at Lytham;

but its pure air and beautiful marine scenery, its lovely inland walks and rides, and its noble river views, will amply repay any disappointment on that score in the minds of its numerous visitors. Lytham now contains about 3,190 inhabitants.

POULTON-LE-FYLDE.

This ancient port and metropolis of the Fylde is an old-fashioned and picturesque town, about four miles from Blackpool, on an eminence rising gradually on every side, a mile from the river Wyre.

"Pleasant upon an eminence it stands,
Encompassed round about with fertile lands."

Poulton was an inhabited place in the time of the Saxons, and in 1246 it possessed a church connected with the priory of Lancaster. In 1757, the old church was considered unsafe, and the walls were therefore taken down; the steeple, however, was retained, and the new church, dedicated to St. Chad, was built up beside it. It is a plain stone structure, containing a few monuments to the memory of the Fleetwoods, Heskeths, Hornbys, and other patrons and families of the neighbourhood. Poulton now possesses about 1,000 inhabitants, a Catholic and several other dissenting chapels, some good hotels and public-houses, and numerous well-formed shops. There are also several schools and charities belonging to the town.

BISPHAM.

This rural spot gives the name to a large parish. Its ancient church is worthy of examination; and it is generally believed that a church existed here as early as the tenth century; at the Reformation it was united to the Poulton district. The patronage of the living is in the gift of the Fleetwood family, which has been resident in the Fylde for more than two hundred years. Bispham, besides the parish church, contains several smaller places of worship; a school founded in 1659 by "Richard Higginson, citizen of London;" one good inn, shops, and private houses. It stands within half a mile of the coast, in the midst of farms and fine arable land.

THORNTON

Is a chapelry and township in Poulton parish, extending from near Poulton, and including the town of Fleetwood.

It contains a pretty church, erected in 1835, chiefly at the expense of the lord of the manner; a Wesleyan chapel, and three daily schools, one of which is endowed with £40 per annum. It possesses 5,180 acres of arable land, and several good farm houses. Nearer to the beach is the little hamlet of Cleveleys, already noticed in our rides about Blackpool.

GREAT AND LITTLE MARTON.

These two villages lie about a mile distant from each other, about half way between the Preston and Wyre Railway and the shore, and within an easy walk of Blackpool.

About a couple of miles south is

PEEL,

situated on the borders of the township adjacent to the parish of Lytham. The land around has only of late years been recovered from its original state of marsh or bog. It is now, however, well cultivated and home-like. Near to Blackpool is the

VILLAGE OF LAYTON.

The name of the village is recorded in the Doomsday survey, and with Warbreck, designates the township in which Blackpool is situated. Poor as its appearance now is, in former days it was of some repute, as containing a mansion of the ancient family of the Butlers, barons of Warrington, and afterwards of the Rigbys; while at the same time, it enjoyed the privileges, by charter, of a weekly market and annual fair. These are spoken of in the traditions of the neighbourhood, and weekly market-house and market-field have still their appropriate titles given to them, although the institutions which originated these names have long fallen into disuse.

It would have been easy to have swelled this book to twice its present dimensions. Much might have been said of Lytham and Fleetwood; their soft clear atmosphere, their fine sands, their noble sea; the improvements made, and continually making in them, might have been more minutely dwelt upon; in fact more of a *book* and less of a *guide* might have been attempted, but it is believed that what is here set down will be sufficient to interest the reader and make him enquire elsewhere for further information. And now to paraphrase Cowper,

The sea-gull has gone to its nest,
The lamp has burnt low by my chair;
The pen of the writer must rest,
And he to his pillow repair.

USEFUL INFORMATION.

HOTELS AND LODGINGS.

The prices for lodgings, and board in the public rooms, at the hotels ranges from 6s. 6d. to 10s. 6d. per day, including all attendance, except a gratuity to the boots. In some cases a slightly additional charge is made for a less period than a week. Private sitting rooms at hotels run from 30s. a week and upwards.

The price of lodgings in private houses varies considerably according to situation, and may be stated at from 7s. to 12s. per week for a bed-room, and from 20s. to 40s. for sitting-rooms. Attendance as may be agreed upon.

SAILING AND ROWING BOATS.

In fine weather this class of boats are constantly ready for use, and may be hired by private parties for 1s. 6d. per hour and upwards according to capacity of boats. The larger sailing boats may be engaged for longer excursions, and are also used as public pleasure boats at 6d. per hour each person.

BATHING MACHINES.

These may be had on the sands, at a charge of 6d. each.

CARRIAGES AND CABS.

<i>Fares for time</i> , to commence from the time of leaving the stand.	1 class.	2 class.	3 class.
	s. d.	s. d.	s. d.
For every hour or any less time.....	5 0	3 0	1 6
For every additional quarter of an hour or any less time.....	1 3	0 9	0 4

Fares for distances (except as to fares to and from the Railway Station, as next mentioned), to commence from leaving the stand.

For any distance not exceeding one mile...	1 6	1 0	0 9
For every additional half-mile or any less distance.....	0 9	0 6	0 4

Fares from and to the Railway Station, within the District, and the driver receiving his discharge thereat; to commence from leaving the stand or station.

For any distance not exceeding one mile ...	2 3	1 6	1 6
For every additional half-mile or any less distance.	1 0	0 9	0 6

XIV.—“That the above fares shall include the personal luggage of the hirer, not exceeding for a First Class Carriage, 112lbs.; for a Second Class Carriage, 84lbs.; and for a Third Class Carriage, 56lbs.”

XV.—“That a fare within five miles of the Market House shall be charged according to distance, unless at the time of hiring any carriage it shall be declared by the person hiring the same, that such hiring is to be by time; and if the fare is set down out of the district, and beyond four miles of the said Market House, half the fare in addition to be paid for back carriage.”

As to Sedan Chairs, Flys, and Carriages drawn by hand, the driver or attendant walking.

Fares for time, to commence on leaving the stand:—

For every hour or any less time for carrying one person	1 0
If more than one person, then	1 3
For every additional quarter of an hour or any less time whether one or two persons	0 3

Saddle Horses or Ponies, 1s. 6d. to 2s. 6d. per hour; Donkeys, 6d. per hour, or may be hired for distances.

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ton Vicarage.
Hayward Rev. Henry, 10, Water-
loo-rd., United Methodist Free
Church Minister.
Jackson Rev. Elijah, 50, Victoria-
st., Wesleyan Minister.
Jeffrey Rev. Norman Stuart, M.A.,
Vicarage, Church-st., Surrogate,
St. John's Church.
Pakes Rev. Charles, B.A., Ade-
laide-st., Curate, Christ Church.
Simmons Rev. J. Ford, M.A.,
Vicarage, South Shore, Vicar,
Holy Trinity Church.
Wainwright Rev. Charles Henry,
Christ Church Parsonage, In-
cumbent, Christ Church.
Wayman Rev. James, 46, Victoria-
st., Independent Minister.

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South Shore
Atherton Mr. C., 8, Peel-terrace
Bagot Mrs., 10, Moore-st., South
Shore
Ball Mr. J., 18, Chapel-street
Banks Mr. E., 3, Hygiene-terrace
Banks Mr. R. Lytham-road
Baxter Mr. E., 18, Abingdon-st.
Baxter Mr. J., 95, Talbot-road
Ben Ayad Mr. M., 17, King-st.

Birch Mr. W., Whitegate Villa,
Marton
Birch Mr. W. C., 2, Victoria-ter-
race, South Shore
Birkhead Mr. J., 14, Upper Braith-
waite-street
Blackborough Mr. J., Grt. Marton
Bolton Mr. R., Church-street,
South Shore
Bonny Mrs. J., 8, South Beach
Brewer Miss, 12, Victoria-terrace,
South Shore
Brindle Rev. J. F., Lytham-road
Brindley Miss, Prospect Cottages,
South Shore
Brown Mrs. R., Lower King-st.
Burns Rev. W., Lytham-road
Bury Mr. J. S., 2, Crystal-terrace
Butcher Mr. J., Yorkshire-street
Butterworth Rev. A. N., Malvern-
terrace
Cardwell Mrs., 13, Victoria-ter-
race, South Shore
Cartmel Mr. J., Lytham-road
Catterall Mrs., 63, Talbot-road
Catterall Mr., 16, Victoria-ter-
race, South Shore
Caw Mrs. J. Y., 25, Adelaide-st.
Chadwick Mrs., 92, Stanley-terrace.
Cocker J. Esq., J.P., Bank Hey,
top of Victoria-street
Cook Miss, 27, Church-street,
South Shore
Cooke Miss H. L., 14, Church-st,
South Shore
Cooksley Mr. J., 31, Church-st.,
South Shore

- Cottam Mr. W., 3, Braithwaite-st.
 Crabtree Mrs., 1, Claremont-terrace
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 Cumming Mr. W., 4, Dean-street,
 South Shore
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 Dearlove Mr. F., Raikes Hill
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 Dignum Miss E., 82, High-street
 Doleman Mr. A. H., Moore-street,
 South Shore
 Eccleston Mr. J., Adelaide-street
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 Entwistle Mr. J., Church-street,
 South Shore
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 † Gorton Mrs., Layton Villa
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 street
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 South Shore
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 Moore Mr. C., 11, Coronation-st.
 Moore Mr. R., Lytham-road
 Moore Mr. R., 5, Swainson-street
 Miller Mrs., Victoria-terrace
 Milling Mr. T., 26, Bonny-street
 Munn Mr. J., 10, Carleton-terrace
 Noblet Misses, Fern Villa, New-
 road
 Nuttall Mr. R., 90, Stanley-terrace
 Olliver Mrs., Chapel-street
 Openshaw Mr. J., Lytham-road
 Pagani Mr. J., 2, Upper Talbot-st
 Parker Miss, 21, Church-street,
 South Shore
 Parnell Mr. F., 2, Dean-street
 Parrott Mr. J., 19, Rawcliffe-st.,
 South Shore
 Pickop Mr. J., New-road
 Pickup Mr. T. H., 43, Church-st.
 Pollitt Mr. J. B., Raikes Hill
 Radcliffe Mrs., 1, Church-street,
 South Shore
 Rawcliffe Mrs. M., Lytham-road
 Rae Mrs., 16, Birley-street
 Read Mr. W., 16, Bonny-street
 Richmond Mr. E., Royal Bank,
 Great Marton
 Roskell Mr. T., Caroline-street
 Rostron Mrs. J., Upper Wilton-
 parade
 Rowe Rev. P. P., M.A., 3, Cocker-
 street
 Royle Mr. J., 18, Lytham-road
 Royles Mr. R. S., Daggers Hall,
 Great Marton
 Salthouse Mrs. N., Lytham-road
 Salthouse Mr. W., Lytham-road
 Saxby Mr. C., 3, Queen's-square
 Sharples Misses, 6, Albert-terrace
 Sharples Mr. G., Dean Villa,
 South Shore
 Sharples Mr. G., 30, Upper Tal-
 bot-street
 Shaw Miss, 20, Victoria-terrace,
 South Shore
 Shellard Mr. A., Wilton-parade
 Shoemith Mr. T., 11, Brighton-
 grove
 Singleton Miss, 1, Chapel-street
 Singleton Mr. B., Edward-street,
 (off Adelaide-street)
 Singleton Mrs., Dean-street, South
 Shore

Slater Mrs., 9, Peel-terrace
 Smith Mrs. R., 20, Abingdon-st.
 Smith Mrs. T., 24, Abingdon-st.
 Stanton Mr. T., 21, Edward-st.
 Stott Mr., 17, King-street
 Stuttard Mr. G., Princess-street
 Sutcliffe Mrs., New-road
 Taylor Mrs. M., The Cliffe
 Thompson Mrs., Revoe-road
 Thornber Rev. W., B.A., Stanley
 Villas
 Topping Mr. E., Cedar Villas,
 Church-street
 Topping Mr. T., 22, Victoria-st.
 Underwood Mr. T. H., Adelaide-st
 Viener Mrs., 10, Church-street,
 South Shore
 Wade Mr. J., 22, Abingdon-st.
 Wade Mr. R., Victoria-street
 Walwork Mrs. A., Lytham-road
 Ward Mr. R., Raikes Hill
 Ward Mr. T., Lytham-road
 Wells Mr. W., 8, Swainson-street
 Whalley Mrs., Great Marton
 White Mr. G., 23, Adelaide-st.
 Whitehead Mr. W., 11, Edward-st
 Wilding Mr. R., 8, Carleton-
 terrace
 Wilson Miss, 61, Talbot-road
 Wilson Mrs. T., 3, Swainson-st.

LODGING - HOUSE KEEPERS.

Ackroyd T., 32, Clifton-street
 ADDY Mrs., 10, Victoria-terrace
 Aldcroft Miss, 10, Clifton-street
 Allen Mrs., 15, South Beach
 Allmark S., 27, Birley-street
 Almond J., 26, South Beach
 Anderson Miss, 32, Victoria-street
 Anderton T., 12, Swainson-street
 Appleyard J., 57, Talbot-road
 Arlott Mrs., 6, Upper Talbot-st.
 Ashforth —, 47, Talbot-road
 Ashworth Miss, 34, Abingdon-st.
 Ashworth Miss M., Wellington-st.
 Ashworth Misses, 6, Adelaide-st.
 Ashworth W., 16, South Beach
 Aspden H., 20, Bank-terrace
 Aspinall H., 7, Cocker-street
 Atherton D., 36, South Beach

Atherton J., 78, High-street
 Atkinson F., 30, High-street
 Atkinson Mrs. H., 13, Birley-st.
 Atkinson R., 34, High-street
 Atkinson R., Lytham-road
 Atkinson T., 14, Warbrick-road
 Ayres Miss, 17, Talbot-road
 Backhouse T., 8, Wellington-st.
 Bagot G., 22, Chapel-street
 Bagot Miss, 32, Church-street
 Bagot Miss, 9, South Beach
 Bagot Mrs., 10, Regent-terrace
 Ball J., 4, Abingdon-street
 Ball J. W., 36, Birley-street
 Bamber & Howson, 15, Clifton-st.
 Bamforth Miss E., Wilton-parade
 Bancroft E., 50, Bonny-street
 Barnes Miss, 11, Clifton-street
 Barnes Mrs., Bairstow-street
 Baron Mrs., 48, Victoria-street
 Barrett Mrs. F., 11, Lansdowne-
 crescent
 Barrington Miss, 8, Brighton-grove
 Barrow Mrs. J., 48, Bonny-street
 BARTON Mrs., 7, Clifton-street
 Barton Mrs., 47, Church-street
 Barton R., 44, Chapel-street
 Barton T., 4, Carleton-terrace
 Barton W. H., High-street
 Bennett Miss, 11, Birley-street
 Bennett Mrs., 41, Clifton-street
 Bennett W., 34, Victoria-street
 Bennett —, 16, Templeton-terrace
 BENTLEY Mrs., 5, Carleton-
 terrace
 Bernard Miss, 2, Manchester-ter-
 race
 Berwick Mrs., Church-street
 Besford J., 11, Swainson-street
 Betts E., 6, Crystal-terrace
 Bibby J., 5, Winifred-street
 Bickerstaff Miss M., 12, Adelaide
 street
 Bickerstaff W., 72, High-street
 Billecliffe Mrs., 18, Victoria-street
 Blacow Mrs., 15, Birley-street
 Blackburn E., 16, Malvern-terrace
 Blackburn J., Albert-terrace
 Blackburn Mrs., 10, Warbrick-rd
 Blaylock Mrs., 19, King-street
 Blomley B., 8, Lane End-street

- Boardman J., 1, Adelaide-street
 Bond W., 68, High-street
 Bonny J., 37, Brunswick-st.
 Bonny Miss, 9, Lytham-street
 Boote J., 3, Stanley Villas
 Booth C. S., 73, Talbot-road
 Bowers T., 21, Birley-street
 Bowker G., 23, Brunswick-street
 Brabin A., 6, Warbrick-street
 Bradford Mrs., 10, Topping-street
 Bradshaw J., 5, Queen's-terrace
 Bradshaw Miss, 4, Hygiene-terrace
 Braithwaite J., 1, Upper Talbot-st
 Braithwaite R., 5, Braithwaite-st
 Braithwaite R. W., 9, Queen's-sq
 Brammall —, 41, Talbot-road
 Brearley Mrs., 17, Adelaide-street
 Breckall J., 40, Chapel-street
 Brennan J., 13, Swainson-street
 Brice T., Cocker-street
 Brier Miss M., 64, High-street
 Briggs Mrs. E., 9, General-street
 Broadbent Mrs., 28, Victoria-st
 Brown J., 7, Warbrick-street
 Brown Miss, 25, Caroline-street
 Brown Miss, 27, Talbot-road
 Brown Miss C., 33, South Beach
 Brown Mrs., 87, Talbot-road
 Burrows Mrs., 9, Swainson-st.
 Burton Mrs., 79, Talbot-road
 Burton R., 3, Wellington-terrace
 Bushby Mrs., 25, Topping-street
 Butcher A., 11, South-parade
 Butcher E., 12, Warbrick-road
 Butcher G., 12, South-parade
 Butcher H., Bank-street
 Butcher J., 9, Rawcliffe-street
 Butcher Mrs., 65, Church-street
 Butcher R., 13, Queen's square
 Camotta Mrs. A., 27, Queen's-sq.
 Cardwell G., Bonny-street
 Cardwell Misses, 7, Peel-terrace
 Carling Mrs., 7, Rawcliffe-street
 Carruthers A., High-street
 Carter J., 7, Victoria-terrace
 Carter P., 24, Topping-street
 Casey Mrs., 42, Church-street
 Caton Mrs., 6, Cookson-street
 Catterall J., 3, Upper Talbot-st
 Chandler & Birch, 13, Imperial-terrace
 Chapman Mrs., 4, Imperial-terrace
 Chappell Mrs., 7, Victoria-street
 Charlesworth Miss, 3, Edward-st.
 Charlton —, 16, Upper Braithwaite-street
 Charnock C., 18, Brunswick-street
 Clark T. R., 9, Lansdowne-crescent.
 Clarkson T., 2, Lansdowne-crsent. *left*
 Clemmy J., 8, Bonny-street
 Clitheroe J., 14, Upper Talbot-st.
 Clitheroe Mrs., 6, Edward-street
 Clough Mrs., 8, Winifred-street
 Coghlan G., 59, High-street
 Coghlan Mrs. C., High-street
 Colman Misses, 5, Imperial-terrace
 Cook Miss, New-road
 Cook Miss, 6, Upper Braithwaite-st
 Cooke J., 9, Bank-terrace
 Cooke Mrs., 39, South Beach
 Cookson Misses, Belle Vue-square
 Cookson S., 19, Adelaide-street
 Cooper Mrs., 8, Wellington-street
 Corbett Mrs., 95, Talbot-road
 Corbishley Mrs., 27, Princess-st.
 Cornall H., Eccleston Bank
 Cornall J., Chapel-street
 Corrie Miss, 49, Church-street
 Cotton Mrs., Adelaide-street
 Coward J., 6, Princess-street
 Cowperthwaite T., 70, Stanley-terrace
 Cragg Mrs. W., 32, South Beach
 Cragg W., 36, Foxhall-road
 Craven J., 20, Brunswick-street
 Croft Miss, 6, South Beach
 Croft T., 38, Chapel-street
 Crompton J., 7, Topping-street
 Crompton R., 7, Birley-street
 Crompton W. O., 32, Abingdon-st
 Crookhall H., 8, Lark Hill
 Crookhall J., 58, High-street
 Crookhall J., 15, Victoria-street
 Crossley T., 5, Warbrick-street
 Crowder Mrs., Raikes Hill
 Curwen J., 28, Church-street
 Curwen J., 8, Upper Braithwaite-street
 Dagers Miss E., 22, Clifton-street
 Dakin J. F., 9, Victoria-terrace, South Shore
 Daniel J. A., 5, Bank-terrace

- Davenport G. R., 18, Clifton-st.
 Davidson J., 7, South Beach
 Davies & Bishop Misses, 20, Talbot-road
 Davies J., 13, Coronation-street
 Davies J. N., 8, Hygiene-terrace
 Davis Mrs., 14, Swainson-street
 Dawber C., 6, Swainson-street
 Dawson E., 4, Adelaide-street
 Deane Mrs. J., 3, Claremont-terrace
 Dearden Mrs., 28, Topping-street
 Dickinson J., 57, Church-street
 Drinkwater Miss R., 19, Lansdowne-crescent
 Duckworth Miss M., 2, Imperial-terrace
 Duke J., 20, Malvern-terrace
 Dunderdale R., 39, Topping-street
 Duncan J. H., 27, South Beach
 Dunkerley & Barrett Misses, 46, High-street
 Eagles E., 6, Claremont-terrace
 Eastham Miss, 75, Talbot-road
 Eastham W., 19, Brunswick-street
 Eastwood Miss, 12, Bank-terrace
 Eaves Mrs., 6, Cedar-street
 Eaves R., 10, Templeton-terrace
 Eaves S., 19, Rawcliffe-street
 Eccles A., 12, Church-street, South Shore.
 Eccleston J., 40, Talbot-road
 Ellis J., 89, Talbot-road
 Elston H., 1, Church-street, South Shore
 Elston T., 6, Peel-terrace
 Entwistle A., Sunny Bank
 Entwistle J., 22, Upper Talbot-st.
 Fell Mrs. & Little Miss, 31, Clifton street
 Fidler J., 34, Chapel-street
 Fielden Miss, 28, South Beach
 Firth Mrs., 2, Bairstow-street
 Fish G. L., 38, High-street
 Fish J., 16, Chapel-street
 Fish L., 6, Imperial-terrace
 Fish Mrs., 33, Church-street
 Fish Mrs. J., 2, South Beach
 Fish T., 2, Warbrick-street
 Fisher Miss, 6, Hygiene-terrace
 Fisher N., 2, Hygiene-terrace
 Fisher T., High-street
 Flavill W., 28, Chapel-street
 Fleetwood W., 64, Stanley-terrace
 Fleming U., 5, General-street
 Foden R., 74, Stanley-terrace
 Forster W., 2, Carleton-terrace
 Foulds Mrs., 8, Albert-terrace
 Foulds Mrs., 51, Talbot-road
 Gardner Mrs. A., 26, Clifton-st.
 Garner F. J., High-street
 Garside J., Shepherd-street
 Gaskell Mrs., Cocker-street
 Gaskell R., 27, Bonny-street
~~Gee Mrs. M., 13, Lansdowne-crescent~~
 Gee W. P., 6, Brighton-grove
 Gill Jno., 48, Chapel-street
 Gill Jph., 46, Chapel-street
 Gill Mrs., 5, Victoria-street
 Goodier Mrs., 19, Queen's-square
 Goodwin Mrs., 21, Caroline-street
 Gordon J., 5, Birley-street
 Gornall Miss, 35, Topping-street
 Gornall T., 7, Hygiene-terrace
 Gossilton Mrs., 52, High-street
 Gould Mrs., 3, Central Beach
 Gradwell J. N., 8, Victoria-terrace South Shore
 Graham —, 4, Central Beach
 Gray J., 16, Bank-terrace
 Gray Mrs. & Porter Miss, 42, South Beach
 Greaves J., 36, High-street
 Greaves Mrs., 8, Albert-terrace
 Green H. J., 62, High-street
 Green Mrs., 4, Regent-terrace
 Greenhalgh J., 35, Clifton-street
 Greenhalgh J., Sea Bank, Sth Shore
 Greenwood R., 13, Caroline-street
 Gregson R., 74, High-street
 Gresswell E. J., 44, High-street
 Grime J., Talbot-square
 Grindrod Miss, 5, Abingdon-street
 Grundy Misses, 10, Albert-terrace
 Hadwick J., 66, High-street
 Hague Mrs., 19, Topping-street
 Hall J., Bolton-street
 Hall Miss, 20, Clifton-street
 Hall T., 81, Talbot-road
 Hallgate Mrs., 2, Spring-terrace
 Halliwell Mrs., 13, Edward-street
 Halstead Mrs., 18, Topping-street
 Hanby H., 19, Clifton-street

- Handley Miss, 51, Church-street
Hansford Miss, 19, Talbot-road
HANSON Mrs. E., 17, Coronation street
Hardman T., 32, Foxhall-road
Hargreaves H., High-street
Hargreaves J., 71, Church-street
Hargreaves Miss R., Mt. Pleasant
Hargreaves Mrs., 1, Caroline-street
Hargreaves —, 8, Victoria-terrace
Harper Mrs. E., 5, Lansdowne-crescent
Harrison J., High-street
Harrison R., 4, Brighton-grove
Harrop Mrs., 69, Church-street
Hartley M., 5, Adelaide-street
Hartley Mrs. J., 21, Bonny-street
Harwood G., 18, Edward-street
Hassall W., 34, Birley-street
Haworth J., 33, Birley-street
Haworth J., 21, Clifton-street
Hayes Mrs., 36, Topping-street
Hayhurst J., 35, South Beach
Haynes Mrs., 2, Yorkshire-street
Haywood J., 2, Brunswick-street
Helm Mrs., 44, Bonny-street
Herdman Mrs., 1, Carleton-terrace
Hesketh J., 2, Bonny-street
Hesketh T., 16, Swainson-street
Hetherington T., 21, Abingdon-st
Higham & Armistead, 16, Victoria street
+ + Hill Mrs., 8, Lansdowne-crescent
Hindley C. F., 1, Lansdowne-crsct
Hines Mrs., 7, Brighton-grove
Hines W., 3, Birley-street
Hirst Mrs., 39, Clifton-street
Hobson —, 23, Caroline-street
Hodge W., 9, King-street
Hodges W., 8, Bank-terrace
Hodgson & Mann, 18, Lansdowne crescent
Hodgson C., 12, Rawcliffe-street
Hodgson Mrs., Springfield Cottages
Holden R., Bank-street
Holland J., 1, King-street
Holliday Miss, 1, Winifred-street
Holliday Mrs., 4, Swainson-street
Holroyd Mrs., 34, Topping-street
Holt A., 19, Edward-street
Holt Miss, 86, Stanley-terrace
Hopkinson Misses, 8, Regent-terrace
Hornby Miss, 35, Brunswick-st.
Hornby Mrs., 9, Abingdon-street
Houghton Mrs., 13, South Beach
Howard J., 20, Birley-street
HOWARD Mrs., 36, Church-st.
Howarth J., 63, Church-street
Howson T., 7, Edward-street
Huddleston W., 6, Hounds-hill
Hulme J., 9, Topping-street
Ibbison E., Yorkshire-street
Ineson Mrs., 45, Talbot-road
Ingham J., 8, York-street
Ingham Mrs., 30, Topping-street
Ingham W., 12, Clifton-street
Irvine Mrs., 8, Chapel-street
Jackson J., 68, Stanley-terrace
Jackson Mrs. M. J., Edward-st.,
(off Adelaide-street)
James Mrs., 5, South Beach
Jeffery Mrs. A., 7, Bank-terrace
Jimpson Mrs., 25, South Beach
Johnson Mrs. E., 25, Queen's-square
Jolly E., 18, Bolton-street
Jolly Miss, 2, Queen's-terrace
Jones J., 78, Stanley-terrace
Jones Mrs., 8, Foxhall-road
Jones Mrs. E., 12, Edward-street
Just W., 4, Topping-street
Keighley A., 3, Bank-terrace
Kennedy Mrs., 13, Clifton-street
Kenworthy Miss, 15, Talbot-road
Kenyon Miss A., 4, Hounds-hill
Kershaw Mrs. A., 12, Lansdowne-crescent +
Kettlewell W., 3, Queen's-terrace
Killock J., 5, Brighton-grove
Kirkham W., 12, Cookson-street
Kitson Miss & Batty Mrs., 42, Talbot-road
Knowles H., 2, Topping-street
Knowles J., 53, Talbot-road
Knowles Mrs., 39, Church-street
Krauss Mrs., 10, Upper Talbot-st.
Landless R., 2, Claremont-terrace
Lawson Miss, 5, Central Beach
Laycock D., 3, South Beach
Laycock Mrs., 18, Swainson-st.
Lea Mrs., 23, Victoria-street

- Leech J., Cocker-street
 Leeming E., Dean-street
 Lees J., 17, Clifton-street
 Leigh Mrs., 16, Talbot-square
 Leighton Mrs., 8, Albert-terrace,
 South Shore
 † † Lennard J., 4, Lansdowne-crescent
 Lewis T., 70, High-street
 Lewtas Miss, 6, Regent-terrace
 Lewtas T. C., High-street
 Lightbown Miss, 30, Chapel-st.
 Lister L., 27, Topping-street
 Lithgow G., 46, Bonny-street
 Little W., 1, South Beach
 Lloyd W., 8, Manchester-terrace
 Lote Mrs., 40, South Beach
 Lowe G., 23, Queen's-square
 Lowe J., 8, Princess-street
 Lumb Mrs., 16, Edward-street
 Lunt Miss, 33, Topping-street
 Lyon Miss, 21, Talbot-road
 Lyon Mrs., 14, Crystal-terrace
 Lyon T., 32, High-street
 Mace Miss, 3, Church-st., Sth Shore
 MacNamara F., 15, Topping-st.
 Marriott J., 3, Dickson-street
 Marsh Miss E., 32, Bonny-street
 Marshall J., 34, Bonny-street
 Martin T., 1, York-street
 Massey D., 22, Topping-street
 • Massey J., 29, Queen's-square
 Massey S. & S., 26, Talbot-road
 Mather Mrs., 51, Victoria-street
 Mathie Mrs., 11, Victoria-street
 Matthew E., 3, Adelaide-place
 Mayhall Mrs., 31, Birley-street
 Mayors Mrs. E., 25, Clifton-street
 McIver Miss, 10, Lower King-st.
 McLaughlin J., 2, East Topping-st
 McVittie J., 3, General-street
 Michie Misses, 10, Talbot-square
 Midgeley Mrs., 8, Upper Talbot-st
 Miller J., 20, Adelaide-street
 Miller J., 26, Chapel-street
 Miller Miss A., 5, York-street
 Miller Mrs., 18, Princess-street
 Milner Mrs., 6, Carleton-terrace
 Mitchell I., 11, Talbot-road
 Mitchell Mrs., 17, Edward-street
 Mitchell Mrs., 37, Topping-street
 Mitchell S., 32, Topping-street
 Moore L., 7, Coronation-street
 Moore Miss, 11, Crystal-terrace
 Moore Mrs., 2, Brighton-grove
 Moore Mrs., 9, Victoria-terrace
 Moore R., 42, Chapel-street
 Moore W., Shepherd-street
 Moorhouse J., 34, Church-street
 Morgan —, 41, Topping-street
 Morris E., 15, Adelaide-street
 Morris J., 12, Talbot-square
 Morrison Mrs. A. J., 17, Brunsw-
 wick-street
 Moseley Mrs. R., 23, Church-street
 Moss S., 31, Church-street
 Muir & Manchester, 28, Talbot-rd.
 Myles T., 4, Winifred-street
 Nadin Miss, 5, Edward-street
 Naylor F., 3, Cedar-street
 Needham Mrs., Eccleston Bank
 Newall J. H., 5, Claremont-terrace
 Newsham J., 16, Lansdowne-crsent
 Nicholson H., 10, Cookson-street
 Nickson J., 25, Birley-street
 Nickson T. 55, Church-street
 Nickson W., High-street
 Nickson W., Malvern-terrace
 Nicoll W., 30, South Beach
 Nield J., 4, Spring-terrace
 Nightingale J., 29, Brunswick-st.
 NIGHTINGALE Miss, 96, Stan-
 ley-terrace
 Nuttall J., 6, Clifton-street
 Nuttall R., 5, Regent-terrace
 Nuttall T., 9, Clifton-street
 Oates G. H., 7, York-street
 Ogden & Baines, 43, South Beach
 Okell P., 27, King-street
 Olliver Mrs., 44, Victoria-street
 Ormond & Bond, 49, King-street
 Ormond R., 13, Brunswick-street
 Owen J., 33, Clifton-street
 Pagdin W., 2, Templeton-terrace
 Park R., 61, Church-street
 Parker A., 5, Brighton-parade
 Parker B., 21, Brunswick-street
 Parker H., 14, Topping-street
 Parker J., 50, High-street
 Parker Mrs., 66, Stanley-terrace
 Parker Mrs. S. H., 10, Upper
 Braithwaite-street
 Parker T. H., Shepherd-street

- Parker —, 25, Talbot-road
 PARKINSON F., 20, Topping-st.
 Parkinson H., 10, Carleton-terrace
 Parkinson J., 77, Talbot-road
 Parkinson R., 37, Clifton-street
 Parks J., 1, Cedar-street
 Parr J., 22, Bonny-street
 Parr Miss, 4, South Beach
 Parr Mrs., 14, Birley-street
 Parr Mrs. M., 3, Brighton-grove
 Parr R., 25, Bonny-street
 + + + Parry J., 14, Lansdowne-crescent
 Pattison T., Manchester-terrace
 Peel Mrs. J., 9, Imperial-terrace
 Percy Mrs., 93, Talbot-road
 Phillips J., 14, Talbot-road
 Phillips Miss J., 4, Bank-terrace
 Pickles Mrs., 29, Topping-street
 Pickup A., 34, South Bench
 Plant Misses, 4, Albert-terrace
 Pollard J., 8, Brunswick-street
 Pollard Miss M. E., Shepherd-st.
 Pontefract J., 17, Queen's-square
 Porter J., 11, Queen's-square
 Porter, R., 34, Foxhall-road
 POTTS Mrs. E., 28, Birley-street
 Preston T., 3, Carleton-terrace
 Priestley —, 20, Edward-street
 Prince J., 9, Carleton-terrace
 Pritchard G., 1, General-street
 Pugh R., 36, Abingdon-street
 Pye Mrs. R., 13, Topping-street
 Quinn Mrs., 2, Albert-terrace
 Ramsbottom Mrs., 3, Abingdon-st.
 Rawcliffe Mrs., 12, Abingdon-st.
 Rawcliffe Mrs. C. 22, Bolton-st.
 Rawlinson J., 26, Birley-street
 Redmond Mrs., 5, Cedar-street
 Richardson Mrs., 14, Clifton-st.
 Rickards S., Church-street
 Rider H., 17, Topping-street
 Rigby S., 2, Adelaide-street
 Riley B., 7, Adelaide-place
 Riley G., 40, High-street
 Riley Miss N., 36, Bonny-street
 Riley Mrs., 4, Peel-terrace
 Rimmer J., 76, Stanley-terrace
 Ripus D., 9, Albert-terrace
 Robinson R., 12, Wellington-st.
 Robinson T., 10, Imperial-terrace
 Robson Mrs., 2, Edward-street
 Ronkes Mrs., 2, Princess-street
 Roskell T., Bank-street
 Rothery G. F., 1, Yorkshire-street
 Rothwell Misses, 20, Chapel-street
 Rothwell S. A. 23, Topping-street
 Rothwell T., 3, Warbrick-street
 Rowley Mrs., 10, South Beach
 Rushworth T., 41, King-street
 Ryder Mrs. G., 8, Birley-street
 Sagar G., Regent-terrace
 Sallows A., 14, Templeton-terrace
 Salthouse A., 26, Victoria-street
 Sanderson Miss, Lytham-street
 Sanderson Miss, 20, Upper Talbot-street
 Sanderson R., 3, Victoria-street
 Saville J., 3, Manchester-terrace
 Scholefield J. E., 31, Topping-st.
 Scholes J., 18, Birley-street
 Scholes —, 51, Chapel-street
 Scragg J., 14, Bank-terrace
 Seaton Mrs., High-street
 Sedgwick Mrs. E., 12, Brunswick-street
 Sellers Miss, 13, Victoria-street
 Sellers Mrs., 27, Clifton-street
 Shannon Mrs., Church-street
 Sharples Mrs., Foxhall-road
 Sharples R., 12, Templeton-terrace
 Sharples R., 26, Topping-street
 Sharples W., 4, Cedar-street
 Shaw Mrs., 5, Crystal-terrace
 Shaw Mrs., 18, Upper Talbot-st.
 Shaw Mrs. A., 17, Upper Braithwaite-street
 Shaw W. N., 15, South Bank-st.
 Shawcross J., 41, South Beach
 Sherman Mrs., 4, Upper Talbot-st.
 Sherrington R., 42, Bonny-street
 Siddall G., Cocker-street
 Sidebotham Mrs., 32, Chapel-st.
 Simpson W., High-street
 Singleton J., Bank-street
 Singleton Mrs., 22, Lark-hill
 Singleton W., 25, Brunswick-st.
 Singleton W., 17, Victoria-street
 Siswick Mrs., 2, Cedar-street
 Slade Misses, 55, Talbot-road
 Slater J., 6, Lark-hill
 Smethurst J. W., 28, Lytham-st.
 Smith G. H., 9, Edward-street

- Smith J., 16, Adelaide-street
 Smith J., 9, Regent-terrace
 Smith J., 30, Talbot-road
 Smith M. & E., 49, Talbot-road
 Smith Misses F. M. & E., 11, Adelaide-street
 Smith Mrs., 8, Cocker-street
 Smith Mrs., 11, South Beach
 Smith Mrs., Springfield Cottages
 Smith Mrs. J., 10, Abingdon-st.
 Smith P., 26, Upper Talbot-street
 Smith R., Bank-street
 Smith R., 12, Bonny-street
 Smith T. H., 8, Warbrick-road
 Smith W., 30, Clifton-street
 Smith & Skene, 2, Bank-terrace
 Southam Mrs. J., 3, Winifred-st.
 Southern T., 39, King-street
 SOUTHWORTH Mrs., 29, Birley-street
 Speat J., 43, Topping-street
 Stafford Mrs., 1, Swainson-street
 Stirzaker J., 22, Adelaide-street
 Stirzaker T., 27, Victoria-street
 Stocks N., 24, Clifton-street
 Storry Mrs., 9, Victoria-street
 Stott A., 22, Talbot-road
 Stott T., 4, Edward-street (off Adelaide-street)
 Street Mrs. A., 10, Bank-terrace
 Strickland G., 5, Adelaide-place
 Strickland G., Bank-street
 Sunter Miss, 5, Wellington-terrace
 Sutcliffe G., 14, South Beach
 Swarbrick W., 13, Chapel-street
 Tattersall J., 11, Central Beach
 TAYLOR A., 2, Regent-terrace
 Taylor H. W. S., 59, Talbot-road
 Taylor Miss, 85, Talbot-road
 Taylor Misses, 7, Lansdowne-crescent
 Taylor Mrs. E., 30, Victoria-street
 Taylor Mrs. S., 21, Queen's-square
 Taylor R., 32, Birley-street
 Teale Mrs., 12, Topping-street
 Terry W., 8, Topping-street
 Terry W. H., South Bank-street
 Thomas J., 19, Coronation-street
 Thompson J., 18, Adelaide-street
 Thompson J. M., 11, Imperial-terrace
 Thompson Miss, 10, Brunswick-st.
 Thompson T., Queen's-square
 Thompson —, 23, Upper Talbot-st.
 Thorburn Mrs., 3, Regent-terrace
 Thornber R., 56, Topping-street
 Thornton —, 37, Talbot-road
 Threlfall G., 5, Yorkshire-street
 Threlfall Miss A., 69, Talbot-road
 Threlfall N., 7, Winifred-street
 Threlfall —, 23, Talbot-road
 Tillotson Mrs., 13, Adelaide-street
 Tinsley T., 3, Clifton-street
 Todd J., 39, Church-street
 Tomlinson R., 41, Church-street
 Tonga Mrs., 3, Yorkshire-street
 Topping G., 67, Talbot-road
 Towler R., 21, King-street
 Townsend Misses M. & A., 4, Claremont-terrace
 Townson Miss, 6, Brighton-parade
 Townson R., 4, Brighton-parade
 Turnbull J., 24, Birley-street
 Turner J., 48, High-street
 Turner Miss, 11, Albert-terrace
 Turner R., 27, Brunswick-street
 Turner R., 17, Swainson-street
 Twigg —, 7, Caroline-street
 Ulyeat W., 10, Lansdowne-crescent. +
 Uttley J., 23, Edward-street
 Vann J., 3, Lansdowne-crescent +
 Varley — 10, Brighton-grove
 Vickers M., 4, Brunswick-street
 Wade A., 13, Talbot-road
 Wade Miss, 17, Lansdowne-crescent +
 Wade W., 24, Victoria-street
 Wainman Mrs., 7, Lytham-street
 Waite J., 9, Adelaide-street
 Walker E., 5, Cocker-street
 Walker M., 3, King-street
 WALKER Misses, 7, Regent-terrace
 Walker Mrs., 9, Talbot-road
 Walmsley J., 7, Albert-terrace
 Walmsley M. A., 23, South Beach
 Walmsley Miss, 2, Abingdon-st.
 Walmsley Mrs., 4, Bonny-street
 Walmsley Mrs. J., 15, Brunswick-street
 Walmsley W., 6, Brunswick-street
 Walmsley W., 9, Caroline-street
 Walsh Mrs., 21, Topping-street
 Walsh T., 1, Brighton-parade
 Walsh W., 4, Edward-street

- Walsh W., 39, Talbot-road
 Warbrick Mrs., Prospect Cottages
 Ward W., 15, Swainson-street
 Waterhouse J., 3, Imperial-terrace
 Watson J., 7, Albert-terrace,
 South Shore
 Watson Mrs. G., 1, Albert-terrace
 Watson Mrs. S., 7, Adelaide-st.
 Watson W., 17, Birley-street
 Wells Mrs., 7, Cedar-street
 Welsby T., Edward-street, (off
 Adelaide-street)
 Westhead Mrs., 37, South Beach
 Whalley A. H., 19, Crystal-terrace
 Whalley Mrs. C., 14, Bonny-street
 Whalley T., 3, Adelaide-street
 Whatmough S., 30, Birley-street
 White Misses, 1, Queen's-terrace
 Whitehead Mrs., 8, Clifton-street
 Whitehead T., 14, Edward-street
 Whiteside H., 8, Adelaide-street
 Whiteside H., 29, Clifton-street
 Whiteside Miss, 16, Clifton-street
 Whiteside Misses, 1, Wellington-
 terrace
 Whiteside Mrs., 24, South Beach
 Whiteside Mrs., St. Ann's-street
 Whiteside Mrs. S., 8, Lytham-st.
 Whittaker J., 6, Winifred-street
 Whittaker —, 13, King-street
 Whittle H., Back Albert-street
 Whittle J., 4, Lower King-street
 Whittle Mrs., 15, Lansdowne-crst
 Whittle R., 2 & 4, Queen's-square
 Wignall N., 10, Bonny-street
 Wilcockson T. J., 35, Talbot-road
 Wild J., 13, Abingdon-street
 Wilde I., 34, Talbot-road
 Wilkinson J., 63, Talbot-road
 Wilkinson Mrs. R., 9, Hounds-hill
 Wilkinson W., 16, Topping-street
 Williams J., 26, High-street
 Williams T., Church-street
 Williamson H., 10, Adelaide-st.
 Wilson J., 7, Claremont-terrace
 Wilson Mrs., 6, Bonny-street
 Wilson Mrs., 8, Edward-street
 Wilson Mrs. M., 83, Talbot-road
 Wincup Miss, 4, Queen's terrace
 Winder Mrs., 5, Regent-terrace
 Winpenny Mrs., 23, Clifton-street
 Winstanley W., 31, Brunswick-st
 Wolfe J., Upper Wilton-parade
 Wolfenden Mrs., 47, King-street
 Wolfenden Miss, 43, Talbot-road
 Wolstenholme S., 6, Templeton-
 terrace
 Wood G., 28, High-street
 Wood J., 1, Stanley Villas
 Wood & Whitehead, 10, Edward-st
 Woodhead Miss, 14, Adelaide-st.
 Worthington H., 31, South Beach
 Worthington J., 8, Crystal-terrace
 Worthington N. D., 9, Crystal-
 terrace
 Worthington W., 15, Coronation-st
 Worthy Miss, 2, Brighton-parade
 Wright J., 7, Carleton-terrace
 Wright J., 25, Church-street
 Wrigley Mrs., 12, Albert-terrace
 Wyatt Mrs., 18, Talbot-square
 Wylie R., 38, South Beach
 Yates R., 1, Dickson-street

ACCOUNTANTS.

- Blane E., Central Beach
 Healy & Kenyon, 32, Abingdon-st.
 Taylor H. W. S., Central Beach
 Wildman W., East Topping-street

AERATED WATER MANUFACTURERS.

- Ball G., Lytham-road
 Fletcher —, Back Oddfellows'-st.
 Harrison J., Central Beach
 Singleton Bros., Edward-street,
 (off Adelaide-street)

ALE & PORTER BOTTLERS.

- Bailey W., Balley's Hotel (see adv.)
 Bairstow J. (Exors. of), Railway
 Hotel
 Birch Miss, Clifton Arms Hotel
 (see advt.)
 Burch W., Arcade, Talbot-road
 Crewe S., Royal Hotel
 Harwood J., Townhall-street
 Heap T. H., 11 & 13, Bonny-st.
 Johns H. & Co., Church-street
 Nickson R., Station Hotel
 Porter J., Bank Hey-street
 Scholefield J. E., 31, Topping-st.
 (see advt.)
 Swift T., Beach Hotel (see advt.)

ARCHITECTS & SURVEYORS.

Mather R., New Inn
 Knowles W., Church-st. (see advt)
 Speakman & Charlesworth, Central Beach
 Worthington H., 31, South Beach

ARTIFICIAL MANURE MERCHANT.

Grime J., Station-yard

AUCTIONEERS.

Billington W., 30, Bank Hey-st.
 Chadwick C. E., Market-street ; residence, Lytham
 Haywood F., 10, Church-street
 Healey & Kenyon, 32, Abingdon-street
 Matthews E., Adelaide-place
 Walmsley M. A., 23, South Beach
 Watson T., 19, Birley-street
 Wilkinson T., 18, Church-street

BAKERS.

Aspinwall Miss, 26, Church-street
 Berry W. C., 14, Foxhall-road
 Billington J., Victoria-street
 Burton Mrs. R., 32, Bolton-street
 Butcher T., Market-street
 Crompton W., Market-street
 Harris H., Talbot-road
 Lewtas T., High-street
 Lownds G., 38, Church-street
 Memory W., Talbot-road
 Peck Mrs., Market-street
 Prince D., Abingdon-street
 Threlfall R., Talbot-road

BANKERS.

Lancaster Banking Company's Branch, Central Beach ; manager, Mr. W. Fisher ; London Agents, Barclay, Bevan, Tritton, & Co. (see advt.)
 Manchester and County Banking Company's Branch, Talbot-sq. ; manager, Mr. J. S. Oliver ; London Agent, Union Bank (see advt.)
 Post Office Savings Bank, Church street
 Preston Banking Compy's Branch,

Talbot-square ; manager, Mr. R. Handley ; London Agent, Union Bank

BATHING VAN PROPRIETORS.

Ball G., Lytham-road
 Ball J., Abingdon-street
 Ball W., South Shore
 Bamber T., Oddfellows'-street
 Barrow R., Bonny-street
 Bickerstaff W., Oddfellows'-street
 Cragg W., Foxhall-road
 Craven J., Birley-street
 Crookhall Mrs., High-street
 Hornby T., Upper Talbot-street
 Moore J., South Shore
 Nickson J., Birley-street
 Nickson W., Warbrick-road
 Pensick R., Little Layton
 Sharples L., Mount Pleasant
 Singleton Mrs., Lark-hill
 Singleton R., Cragg-street
 Singleton T., Oddfellows'-street
 Singleton W., Brunswick-street
 Strickland G., Adelaide-place
 Swarbrick W., Chapel-street
 Waite J., Adelaide-street
 Wolfe J., Upper Wilton-parade
 Wood J., Stanley Villas

BATH KEEPERS.

Fisher N., 1, Hygiene-terrace
 Johnson C., 2, Cocker-street (see advt.)
 Read J., 20 & 21, South Beach (see advt.)
 Wylie J., 62, Foxhall-road

BAZAAR KEEPERS.

Bamber W. (late Eccleston), 8, Church-street
 Bridge Mrs., 36, Talbot-road
 Donnelly J., South Beach
 Parkinson A., 29, Talbot-road
 Viener A. M., Talbot-road
 Wilkinson T., 18, Church-street

BERLIN WOOL REPOSITORIES.

Barton Misses, 42, Talbot-road
 Entwisle Mrs., 13, Central Beach
 Harinkirsch B., Arcade, Talbot-rd
 Hindley Miss, 4, Talbot-square

BEER RETAILERS.

Archer W., Market-street
 Ashworth W., Market-street
 Bagot G., Bolton-street
 Bagot J., Revoe
 Bond W., Stanley-terrace
 Cartmel W., Lytham-road
 Crook Miss, New-road
 Dewhurst J., New-road
 Eaves E., Lytham-road
 Hargreaves J., Lytham-road
 Harwood J., Townhall-street
 Haworth J., Raikes-hill
 Hindle —, Foxhall-road
 Hodgson J., Belle Vue Gardens
 (see advt.)
 Holmes J., Warbrick-road
 Hoyle R., Lytham-road
 Jolly T., Foxhall-road
 Knowles H., 2, Topping-street
 Lawrenson J., Revoe
 Miller J., Oddfellows'-street
 Parkinson R., South Shore
 Porter J., Bank Hey-street
 Prescott T., Lytham-street
 Roscoe Mrs., 11, Foxhall-road
 Salthouse E., Chapel-street
 Scholefield J. E., 31, Topping-st.
 (see advt.)
 Taylor W., Euston-street
 Taylor & Parker, Uncle Tom's
 Cabin (see advt.)
 Whalley J., 44, Church-street
 White P., 2, Cookson-street
 Whittaker J., Gynn Inn
 Wilkinson Jno., Bonny-street
 Wilkinson Jph., Brunswick-street
 Wilkinson R., Bolton-street
 Worthington J., Foxhall-road

BILLIARD ROOM KEEPERS.

Bailey W., Bailey's Hotel (see adv.)
 Barrett Mrs. M., Victoria Hotel
 Birch Miss, Clifton Arms Hotel
 (see advt.)
 Crewe S., Royal Hotel
 Curwen J., Imperial Hotel
 Grant Miss, Derby Hotel
 Nickson R., Talbot Hotel
 Swift T., Beach Hotel (see advt.)
 Woodley Mrs., Lane Ends Hotel

BLACKSMITHS.

Boardman G., Waterloo-road
 Dagger R., Lytham-street
 Dugdale R., Coronation-street
 Gill J., Chapel-street
 Parker M., Raikes-hill
 Wilson J., 6, Birley-street

BOARDING SCHOOLS.

Ashworth Miss, Abingdon-street,
 (Ladies) (see advt.)
 Bagnall Miss, Church-st., (Ladies'
 Boarding and Day School)
 Convent of the Holy Child Jesus,
 Layton Hill, (Ladies)
 Gregory I., F.R.G.S., Merchants'
 College, South Shore
 Hollist Misses S. & H., 20, Lans-
 downe-crescent, (Ladies)
 Horner Miss, 11, Regent-terrace,
 (Ladies)
 King Miss, Spring-terrace, (Ladies)
 Middleton Miss, 54, Church-street,
 (Preparatory School for Young
 Gentlemen)
 Nanson Misses, South Shore,
 (Ladies)
 Pakes Rev. C., B.A., (Lond.,)
 Collegiate School, Adelaide-st.
 Ward T., F.C.S., Arnold Villa,
 Lytham-road
 Watson Miss, 6, Lansdowne-cre-
 scent, (Young Gentlemen)

BOOKBINDER.

Porter W., *Herald* Office, Central
 Beach (see advt.)

BOOKSELLERS & STATIONERS.

Grime J., Church-street
 Hall L., Post Office, South Shore
 (see advt.)
 Hulme S., St. John's Market
 Kay J., Central Beach
 Lawson W., Market-street
 Pickup A., Market
 Porter W., *Herald* Office, Central
 Beach (see advt.)
 Slater J., Arcade, Talbot-road
 Waddington J., 11, Church-street
 Wilson H. T., 9, Talbot-square
 (see advt)

BOOT & SHOE MAKERS.

Archer W., 4, Birley-street
 Broughton T., 13, Lytham-road
 Dicks R. & J., 12, Church-street
 Hall L., Post Office, South Shore
 (see advt)
 Hayes R., 10, Central Beach
 Hudson J., 22, Market-street
 Ingham J., 10, Foxhall-road
 Johnson H., Whitegate-lane, Mar-
 ton
 Moore R., Carleton-terrace
 Raby J., 29, Bonny-street
 Salomon Mrs. R., 13, Market-st.
 Smith J., 4, Market-street ; resi-
 dence, 5, Clifton-street (see adv.)
 Swarbrick S., 32, Market-street
 Walmsley T., 31, Market-street
 Whiteside H., 19, Bolton-street
 Wright H., St. Ann's-street

BOWLING - GREEN KEEPERS.

Atkinson J., Claremont Hotel
 Benson W., Waterloo-road
 Gaulter W. H., Queen's Hotel
 (see advt.)
 Hodgson J., Belle Vue Gardens
 (see advt.)
 Nickson F., Talbot Hotel
 Noblet J., No. 3 Hotel

BREWERS.

Barrett Mrs. M., Victoria Hotel
 Booth & Co., Raikes-hill
 Nickson F., Talbot Hotel
 Park W., 4, Church-street, South
 Shore

BRICKMAKERS.

Lewtas R., High-street
 Whiteside R., East Topping-street

BUTCHERS.

Ashurst W., 19, Abingdon-street
 Allen T., 4, Shambles
 Bond R., 22, Market-street
 Bridge T., 3, Market-street
 Crompton R., 5, Shambles
 Featherstonhaugh H., South Beach
 Hill S., Bank-st. & Brunswick-st.
 Hull H., 18, Talbot-rd. & Shambles

Jolly E., 10, Shambles, & Bolton
 street
 Lithgow G., Foxhall-road
 Manley T., 4 & 6, Foxhall-road
 Masheter T., 17, Market-street ;
 residence, Raikes-hill (see adv.)
 Ormerod T., 10, Market-street ;
 residence, Whitegate-lane, Mar-
 ton
 Redding M., 7, Shambles
 Salthouse A., 6, Shambles
 Sutcliffe —, 2, Shambles
 Wilkinson J., Waterloo-road
 Wilkinson R., Hounds-hill
 Winter J., 3, Shambles

CABINET MAKERS.

Ball J. W., Clifton-street (see adv.)
 Barlow E. J., Church-street
 Bartlett J., Clifton-street
 Heap T. H., 11 & 13, Bonny-st.
 Moore J., South Shore
 Pollard W., Nelson-terrace
 Smith J., 24, Talbot-road
 Speight C., 7, King-street

CARRIERS.

Aspden T., Back Chapel-street ;
 carries to Preston, on Mondays,
 Wednesdays, and Saturdays,
 through Great and Little Mar-
 ton, Westby Mills, Kirkham,
 Newton, Clifton, &c., and puts
 up at the Castle Inn, Market-
 place, Preston.
 Lancashire & Yorkshire Railway
 Company, to all parts of the
 kingdom, daily

CARRIAGE PROPRIETORS.

Allen Mrs., South Beach
 Atkinson T., Back Church-street
 Atkinson T., Warbrick-road
 Bagot Mrs., 10, Regent-terrace
 Ball G., Lytham-road
 Ball J., Abingdon-street
 Ball W., South Shore
 Bamber J., Little Layton
 Bamber W., Bonny-street
 Barrow J., Hawes-side
 Bennett Mrs., Clifton-street

Boardman G., Cow Gap-lane
 Bradford J. J., Topping-street
 Breckall J., Chapel-street
 Burns T., Lytham-road
 Carr W., Carr's Stables (see adv.)
 Caton Mrs., East-street
 Coghlan G., High-street
 Cottam J., Wellington-street
 Crookhall Mrs., High-street
 Dewhurst J., New-road
 Duncan J., South Beach
 Eastham W., Brunswick-street
 Eaves R., 10, Templeton-terrace
 Fenton R., Lytham-road
 Gill J., Chapel-street
 Green J. H., High-street
 Hall H., Revoe
 Hall J., South Shore
 Harrison J., Bailey's Stables
 Hodgson T., South Shore
 Holmes J., Warbrick-road
 Holt E., South Shore
 Hornby R., Chapel-street
 Houseman J., Hawes-side
 Houseman R., Topping-street
 Howarth J., Church-street
 Howson W., Clifton-street
 Hoyles T., Bonny-street
 Jones D., South Shore
 King Mrs., 19, Bank Hey-street
 Knowles R., Oddfellows'-street
 Lawson S., Bank Hey-street
 Lawson W., Market-street
 Leeming E., Gold-street
 Lees J., Birley-street
 Lewtas D., High-street
 Lewtas R., High-street
 Lucas J., Church-street
 Moore J., South Shore
 Nickson J., Birley-street
 Nickson S., Market-street
 Nickson T., Church-street
 Nickson W., Warbrick-road
 Nightingale J., Brunswick-street
 Nuttall R., Stanley-terrace
 Ormond R., Brunswick-street
 Parkinson J., Great Layton
 Parkinson W., Back Topping-st.
 Pensick R., Little Layton
 Porter A., West-street
 Porter J., Great Layton

Preston J., Great Layton
 Pye R., Topping-street
 Rossall T., Back Clifton-street
 Salthouse R., Lytham-road
 Sharples R., Birley-street
 Singleton J., Bank-street
 Singleton T., Oddfellows'-street
 Singleton W., Brunswick-street
 Spruce R., Edward-street
 Strickland G., Adelaide-place
 Strickland G., High-street
 Talbot W., Wellington-street
 Terry W., Topping-street
 Uttley J., Edward-street
 Walsh J., South Shore
 Walsh T., General-street
 Westhead G., South Beach
 Westhead J., Bolton-street
 Whatmough S., Birley-street
 Wilkinson Jno., Talbot-road
 Wilkinson Jph., Bonny-street
 Wolfe W., South Shore
 Wright T., Cow Gap-lane
 Wright W., Gold-street
 Wylie R., South Beach

CHEMISTS & DRUGGISTS.

Carter T., 2, Britannia-place
 Harrison J., 2, Central Beach
 Jackson J., 16, Talbot-road (see
 advt.)
 Moore C., corner of Victoria-street
 (see advt.)
 Poole W., Lane End-street (see
 advt.)
 Sharples G. W., 7 & 8, Central
 Beach (see advt.)
 * Wadsworth W. F., Talbot-sq.

* *Homœopathic only.*

CHIMNEY SWEEPS.

Croft T., Princess-street
 Roberts A., 2, Heywood-street

COACH BUILDER.

Wright J., General-street; resi-
 dence, 7, Carleton-terrace

COAL MERCHANTS.

Bradshaw S. J., Station-yard,
(agent for Wigan Coal & Iron
Co.); residence, 5, Queen's-ter-
race
Clark T. R., Lark-hill ; residence,
9, Lansdowne-crescent
Dewhurst, Hoyles, & Smethurst,
Station-yard ; (representative,
C. Dawber ; residence, Swain-
son-street)
Grime J., Station-yard ; residence,
Talbot-square
Hall T., Station-yard ; residence,
81, Talbot-road
Houghton Mrs. S., Station-yard,
residence, 12, South Beach
Riley P. D. & W. H., 4, Station-
yard
Seed G. L., Lark-hill ; residence,
Poulton-le-Fylde
Yeoman J., Railway-street

CONFECTIONERS.

Aspinwall Miss, 26, Church-street
Berry W. C., 14, Foxhall-road
Crabtree J., West-street
Harris H., 31, Talbot-road
Jenkinson Misses J. & B., 3, Tal-
bot-square
Lawson S., 4, Bank Hey-street
Mawdesley T. S., 20, Market-st.
Simpson Mrs., 7, Lane End-street
(see advt.)

CLOGGERS.

Hall W., Yorkshire-street
Hudson J., 21, Bonny-street
Parker J., Hounds-hill

DAY SCHOOLS.

Doleman A. H., Chapel-street
Gaskell Miss, Church-street, South
Shore (Ladies)
Smith Miss M. J., 7, General-st.,
(Ladies)
Whiteside G., Grammar School,
Bank-street (mixed)
Whiteside Miss, Birley-st. (mixed)

DENTISTS.

Crossley S., 29, King-street
Furze L., L.D.S., 7, Talbot-square
Sharples G. W., 7 & 8, Central
Beach (see advt.)

DISTRIBUTOR OF STAMPS.

Wade R., Church-street

DRAPERS, &C.

Ashton N., 14, Chapel-street
Bamber E., 3, Bank Hey-street
Bolton G., 2 & 4, Church-street
(see advt.)
Braithwaite J., Church-street,
South Shore
Bruckshaw S., 8 & 10, Victoria-st.
Burley Miss, Bank Hey-street
(see advt.)
Bury Mrs., Bank Hey-street
Butcher A. J., 11, South-parade
Cooke & Co., Arcade, Talbot-sq. ;
residence, 15, Queen's-square
Coulston W., 14, Foxhall-road
Dearden & Baron, 40 & 42, Bank
Hey-street (see advt.)
Ellis J., Bank Hey-street
Fowler E., Market-street ; resi-
dence, 5, Abingdon-street
King Mrs. A., 22, Bank Hey-st.
Latham Miss A., Lytham-road
Miller J., Market-street
Moore A., Bank Hey-street ; resi-
dence, Adelaide-street
Noblet W., 7, West-street
Shovelton E., 20, Talbot-square
Sloane Mrs., The Arcade
Taylor J., 3 & 5, Lane End-street
Wade T., 17, Abingdon-street
Wilson Miss, 7, Church-street
Woodhouse Mrs., 5, Talbot-square

DYER.

Berrie J., Hygiene-terrace

FANCY GOODS DEALERS.

Booth C. S., St. John's Market
Butterworth E., Prince of Wales
Arcade
Carnston W., 37, Bank Hey-st.
Daggers H., St. John's Market
Drummond Jas. St. John's Market

Drummond Jno. St. John's Market
 Drummond R., St John's Market
 Gordon J., Prince of Wales Arcade
 Harrison R., St. John's Market
 Hulme S., St. John's Market
 Mathews E., Prince of Wales
 Arcade
 Mills J., Prince of Wales Arcade
 Morris C., St. John's Market
 Murdoch J., Prince of Wales
 Arcade
 Pearson W., Prince of Wales
 Arcade
 Read J., Read's Market; resi-
 dence, Bonny-street
 Redding M., St. John's Market
 Robinson H., Prince of Wales
 Arcade
 Robinson Mrs., Bank Hey-street
 Slater J., North Pier
 Smith J., St. John's Market
 Wagstaffe J., Read's Market
 Whitehead W., Prince of Wales
 Arcade

FARMERS.

Ainsworth E., Great Marton
 Archer J., Little Layton
 Bagot J. Great Marton
 Bailey C., Layton
 Bamber J., Lytham-road
 Bibby R., Moor Farm
 Boardman R., Lytham-road
 Bradshaw —, The Bank
 Braithwaite J., Whinney Hays
 Burns T., Lytham-road
 Butler J., Whitegate-lane, Marton
 Cardwell C., Lytham-road
 Cardwell J., Great Marton
 Cardwell Mrs. B., Lytham-road
 Chadwick —, Little Layton
 Cookson J., Great Marton
 Cookson R., Layton Hawes,
 Crookhall W., Whitegate - lane,
 Marton
 Dagger W., Raikes-hill Farm
 Eaves R., Lytham-road
 Eaves R., Warbrick
 Fisher J., Layton Hall
 Fisher T., Layton Lodge
 Greatrix. J., Windmill

Greaves Mrs., Great Marton
 Gregson J., Lytham-road
 Hall R., Great Marton
 Hill Mrs., Great Marton
 Howson T., New-road
 Johnson C., Great Marton
 Johnson H., Whitegate-lane, Mar-
 ton
 Kirkham E., Warbrick
 Kirkham R., Great Marton
 Kirkham —, Bonny's Farm
 Nickson R., Great Marton
 Ormerod G., Staining
 Ormond T., Lytham-road
 Parkinson J., Layton
 Parkinson R., Whinney Hays
 Parkinson T., The Knoll
 Pensick R., Little Layton
 Porter W., Warbrick
 Roberts P., Cabin Farm
 Salthouse W., Middle-lane, South
 Shore
 Strickland T., Layton
 Sykes R., Warbrick
 Walsh J., Lytham-road
 Westhead J., Great Marton
 Whiteside E., Dean-street
 Whiteside Mrs., Little Layton
 Whiteside R., Great Marton
 Whiteside T., Great Marton
 Wright T., Cow Gap-lane

FISHMONGERS, &C.

Beardsworth W., West-street
 Gregson J., St. John's Market
 Lever J., Upper West-street
 Reeves J., Clifton-st. ; residence,
 98, Stanley-terrace
 Salthouse T., Bank Hey-street
 Shee M., St. John's Market

FLORISTS & SEEDSMEN.

Ferguson J., Marton
 Maries R., Market-street
 * Whalley J., 44, Church-street
 (see advt.)

* *Seedsman only.*

FRENCH POLISHER.

Bell J., 7, Abingdon-street

FRUITERERS & POULTERERS.

Blackburn E., St. John's Market
 Brennan H., 21, Market-street
 (see advt)
 Eaves A., St. John's Market
 Haynes H., Foxhall-road
 Parkinson F., St. John's Market
 Saul J., Revoe-road
 Whitehead Miss E., St. John's
 Market

FURNITURE DEALERS.

Ball J. W., Clifton-st. (see advt)
 Bartlett J., Clifton-street
 Billington W., Bank Hey-street
 Brown J., Bank-Hey-street
 Moore J., South Shore
 Smith J., 24, Talbot-road

GLASS & CHINA DEALERS.

Chadwick C. E., Market-street
 Pearson W., 26, Bank Hey-street
 (see advt)

GROGERS & PROVISION DEALERS.

*Allen J., Arcade, Talbot-road
 (see advt)
 Appleton W., 14, Church-street
 Atkinson I., Great Marton
 Bickerstaff R., jun., 16, Foxhall-
 road
 Birtwistle T., 2, Swainson-street
 Bond W., Stanley-terrace
 Booth E. H. & Co., 8, Market-st.
 Bray R., 9 & 11, Chapel-street
 Brierley J., 7, Bonny-street
 Burn M., Warbrick-road
 Butcher Mrs., 12, Talbot-road
 Butcher T., Market-street
 Byrne J., 33, Talbot-road
 Cardwell T., 8, Waterloo-road
 Caton A., 28, Bonny-street
 Catterall J., 34, East Topping-st.
 Collinge Miss M. J., 5, King-street
 Cornall H., 18, Market-street
 Crabtree J., West-street
 Cragg J., Foxhall-road
 Croft T., 5, Upper Talbot-street
 Crook Miss, New-road
 Crompton W., 19, Market-street
 Featherstonhaugh H., South Beach

Fisher H., Bank Hey-street
 Gornall T., 33, Topping-street
 Gradwell W., 14, Bonny-street
 Heap T. H., 11 & 13, Bonny-st.
 Hornby T., 7, Upper Talbot-st.
 Ingham Miss, 3, Bolton-street
 Kettlewell W., Hounds-hill
 Knowles H., 2, Topping-street
 Lewtas D., corner of Cocker-st.
 and High-street
 Lewtas R., Bank-street and cor-
 ner of High-street
 Lithgow G., Foxhall-road
 Massey S. & S., 26, Talbot-road
 Mather T., 33, Bank Hey-street
 Miller J., Oddfellows'-street
 *Moss J., Bank Hey-street
 Paine W., 17, Bolton-street
 Park J., 25, Waterloo-road
 Park T., Lark-hill
 Parkinson J., Great Marton
 Parkinson T., 22, Foxhall-road
 Porter J., Great Layton
 Prince D., 23, Abingdon-street
 Pritchard G., General-street
 Proctor W., 36 & 38, Bank Hey-
 street
 Reason W., 1, Victoria-street
 Rigby S., 48, Bank Hey-street
 Robinson R., Warbrick-road
 Salthouse T., Bank Hey-street
 Scholefield J. E., 31, Topping-st.
 Sefton J., 12, Lytham-street
 Sellers W., 24, Church-street
 Seward Misses, Lytham-street
 Siddall G., Cocker-street
 Sykes I., 9, Birley-street
 Thompson C., 11, Brunswick-st.
 Turner E., 40, Church-street
 Wade R., Church-street
 Ward J., jun., 3, Brunswick-st.
 Waring Mrs. J., Brunswick-street
 Waterhouse J., Warbrick-road
 Westhead J., Bolton-street
 Whalley J., 44, Church-street
 (see advt)
 White P., 8, Cookson-street
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 Stirzaker T., Bank Hey-street
 Taylor —, Arcade, Talbot-road
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 Bickerstaff R., (Wellington and Pier,) South Beach
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 Curwen J., (Imperial,) Claremont-park
 Eccles J., (Princess,) Foxhall-road
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 Lawrence Mrs., (King's Arms,) Lark-hill
 Mycock T., (Albion,) Central Beach
 Nickson F., (Talbot,) Talbot-road
 Nickson R., (Station,) Talbot-rd.
 Parr Mrs. E., (Crown,) Lytham-st.
 Sagar J., (York,) Foxhall-road
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 Swarbrick J., (Clarence,) Hounds-hill
 Swift T., (Beach,) Hygiene-terrace (see advt)
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 Bamber S., (Freemasons') Layton
 Barrow J., (Lord Nelson), Great Marton
 Barwise C., (Prince of Wales,) York-street
 Boardman E. (Boar's Head,) Great Marton
 Cartmel J., (Duke of Cambridge,) Gynn
 Caton P., (Lane Ends,) Great Marton
 Fair J., (Britannia,) Britannia-place
 Garlick W., (Dog & Partridge,) Lytham-road
 Gaulter W. H., (Queen's,) New-road (see advt)
 Hinchliffe E., (Fleece,) Market-st.
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 Lunt T., (Commercial,) Waterloo-road
 Marsden Mrs., (Saddle,) Great Marton
 Mather R., (New,) South Beach
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 Pearson J., (Coffee House,) Lytham-road
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 *Cookson T., Dean-street
 Crombleholme W., 29, King-st.
 Elston J., Lytham-road
 Fish W., 24, Chapel-street
 Fisher J. B., 17, Princess-street
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 Hayes J., 45, Topping-street
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 *Jolly R. H., King-street
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 Parker P., 20, Swainson-street
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 Barton Misses, Talbot-road
 Blane Mrs., Central Beach
 Bolton G., 2 & 4, Church-street (see advt)
 Burley Miss, Bank Hey-street (see advt)
 Entwisle Mrs., Central Beach
 Fowler E., Market-street
 Miller J., Market-street
 Moore A., Bank Hey-street
 Noblet W., 7, West-street
 Rigby Miss A., Church-street
 Shovelton E., 20, Talbot-square
 Wilson Miss, 7, Church-street
 Woodhouse Mrs., 5, Talbot-square

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 Dunn Mrs., Hill Farm
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 Crewe S., Royal Hotel
 Gaulter W. H., Queen's Hotel (see advt)
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 Mycock T., Albion Hotel
 Nickson & Nuttall, Larkhill
 Nickson R., Talbot Hotel
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 Woodley Mrs., Lane Ends Hotel

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 Members retiring in 1873 : Messrs. W. Birch, R. W. Braithwaite, W. H. Cocker, I. Gregory, H. Hall, J. Hardman
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 Assistant Collector, Inspector of Nuisances, &c. : Mr. J. Freer
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 Blane Mrs., 6, Central Beach
 Bolton G., 2 & 4, Church-street
 (see advt.)
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 South Shore
 Burley Miss, Bank Hey-street
 (see advt.)
 Butcher A. J., South-parade
 Butterworth E., Hounds-hill
 Dearden & Baron, 40 & 42, Bank
 Hey-street (see advt.)
 Fish Miss, New-road
 Fowler E., Market-street
 Moore A., Bank Hey-street
 Moore Mrs., Great Marton
 Morrow Miss, Bank Hey-street
 RAE Miss, 16, Birley-street
 Rigby Miss, 20, Church-street
 Shovelton E. 20, Talbot-square

Smith Mrs. R., 7, General-street
 Tapley Miss, 20, Bank Hey-street
 Taylor J., 3 & 5, Lane End-street
 Woodcock Misses, Foxhall-road

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 (see advt)
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 ficated) ; assistant do., Mr. J.
 Gregson
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 teacher, Miss Wade
 Marton Moss School ; teacher,
 Mrs. Butcher

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 Beach (see advt)
 Waddington J., Church-street
 Wilson H. T., 9, Talbot-square
 (see advt)

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 Mather R., New Inn, South Beach
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 Assistant Overseer

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 bot-square; residence, 4, Temple-
 ton-terrace (see advt)
 Gregson E., 38, Talbot-road (see
 advt)
 Gresty J., Bank Hey-street
 Haigh G. S., Foxhall-road ; resi-
 dence, Warbrick-street
 Laycock S., 3, South Beach
 Leaver B., 32, Talbot-road
 Porter W., *Herald* Office, Central
 Beach (see advt.)
 Stott A., 22, Talbot-road
 Terry W. H., South Pier
 Wiggins W., Adelaide-place; resi-
 dence, 1, Abingdon-street
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 don; Member of the Obstetric
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 cer for the Blackpool District of
 the Fylde Poor Law Union ;
 Bank Hey; surgery, Bank Hey-
 street
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 Surgeon, Eston and Normanby
 Ironworks; 27, Adelaide-street
 Risk Keats Robinson, M.D., M.
 and F.R.C.P. Lond. and Edin.,
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 parade
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 L.S.A., London; Hygiene-ter-
 race; surgery, Bank Hey-street
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 London; late Physicians' Visit-
 ing Assistant, Royal Infirmary,
 and House Surgeon to the Chorl-
 ton Dispensary, Manchester; 11,
 Hygiene-terrace; surgery, Bank
 Hey-street

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London; Poulton-road
Sharp Henry, M.R.C.S., L.S.A.,
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Marton District of the Fylde
Poor Law Union; West House,
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Fisher H., Hygiene-terrace
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(see advt)
Waddington J., Church-street

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Beach
Waddington J., Church-street

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rey, M.A., vicar and surrogate;
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Adelaide-street, and Mr. James
Grime, Talbot-square; clerk,
Mr. R. Butcher, Queen's-square;
sexton, Mr. R. Park, Church-st.
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Rev. C. H. Wainwright, M.A.,
incumbent; churchwardens,
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and Mr. John Coulston, Hounds-
hill; clerk, Mr. W. Wildman,
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road; Rev. J. Bateman, S.J.,
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Rev. E. Jackson; chapel keeper,
Mr. J. Thompson, Adelaide-st.
Independent Chapel, Victoria-st.;
Rev. James Wayman; chapel
keeper, Mr. Richard Pugh,
Abingdon-street
United Methodist Free Church,
Adelaide-street; Rev. Henry
Hayward; Chapel keeper, Mr.
Richard Bridge, 28, South Beach

Union Baptist Chapel, Abingdon-
street; chapel keeper, Mr. John
Eamber, 8, Church-street

Primitive Methodist Chapel,
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ter; chapel keeper, Mr. Daniel
Prince, Abingdon-street

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churchwardens, Mr. W. Cum-
ming and Mr. J. Cooksley; clerk,
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terrace

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Leighton; churchwardens, Mr.
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Independent Chapel, Bispham; no
resident minister

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dens, Mr. T. Hill and Mr. R.
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Grindrod J., 5, Abingdon-street
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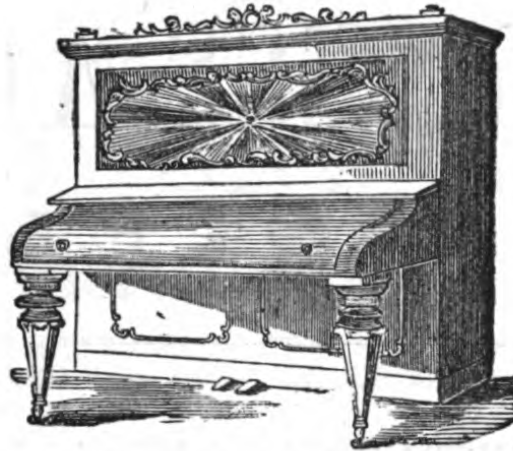
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On the Cliffs, a little above the Gynn.

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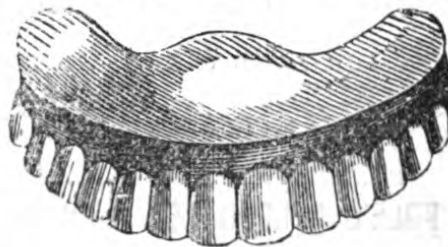
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The Gentlemen's Swimming Bath, is 60ft. in length, and 24 ft. in breadth, and is supplied with 60,000 GALLONS OF PURE FILTERED SEA WATER, DAILY, and affords first-class accommodation for **100 Bathers** at one time.
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Dining, Drawing, and Private
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OVERLOOKING THE SEA.

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Wines & Spirits of First-class Quality.

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Visitors!

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STRAWBERRY GARDENS,

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In fact everything to prove attractive and render a visit enjoyable.

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PORTRAIT GALLERY,  
HERALD OFFICE,  
CENTRAL BEACH.

**MR. LAMB,  
ORGANIST OF ST. PETER'S, LYTHAM,**

Who has been Established upwards of THIRTY YEARS, gives  
*Lessons on the Pianoforte and in Singing,*  
In LYTHAM, on MONDAYS and THURSDAYS; and in KIRKHAM,  
ON TUESDAYS.

MESSRS. LAMB & SON are Makers, Repairers, and Tuners of  
Pianos, and will attend any part of the District on receiving an  
intimation.

**PIANOS ARE REGULARLY ON SALE OR HIRE.**

37 & 38, WARTON STREET, LYTHAM.

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**W. BROWN.**

*Engraver, Ornamental Writer,*  
**AND LITHOGRAPHER,**

**152, CHURCH STREET, PRESTON,**

(NEARLY OPPOSITE THE TOWN HALL).

Brass, Zinc, and Glass Door Plates, Tablets, Sidepost and Window  
Plates executed in the first style.

**OLD PLATES RE-ENGRAVED AND REPAIRED.**

Names, Initials, Monograms, and Inscriptions, engraved or written  
upon articles for presentation.

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**CARR'S LIVERY STABLES,**

(Adjoining St. John's Market),

**MARKET STREET, BLACKPOOL,**

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These premises, the largest and most commodious of the kind  
in Blackpool, continue to afford every convenience in the way of  
First-class

**SADDLE HORSES, LADIES' PADS, &C.,**

ALSO FOR

**VEHICLES OF EVERY DESCRIPTION.**

Special arrangements during the Summer Season for the convey-  
ance of Visitors per Busses or Wagonettes to Fleetwood, Lytham,  
Thornton Church, Cherry Tree Gardens, Uncle Tom's Cabin, No. 3  
Hotel, and Hodgson's Belle Vue Gardens.

Pleasure Parties accommodated with Vehicles for any place at  
half-an-hour's notice.

**CHARGES VERY MODERATE.**

**THE PRESTON  
MOURNING AND FUNERAL  
ESTABLISHMENT.**

**THORP BROS., PROPRIETORS.**

**Messrs. THORP BROS.**

Respectfully invite the attention of families to their Black Goods—

**Black Silks (warranted to wear),  
Black Paramattas, Coburgs, Alpacas, Baratheas,  
and Treble Crapes.**

Every Article will be found of Superior Dye and of Best Makes.

Sole Agents for Preston for

**Smith's Patent Metallic Sanitary Coffin,**  
(Invaluable in Fever Cases), also

**WOOD COFFINS OF EVERY KIND.**

**FUNERALS COMPLETELY FURNISHED.**

Messrs. THORP BROS. giving their personal superintendence, and so conducting arrangements as to save all unnecessary trouble to their customers.

**HEARSE AND MOURNING COACHES.**

Funeral contracts taken for any part of the country.

**GRAPE, SILK, AND CHIP BONNETS IN EVERY VARIETY.**

MODERATE CHARGES STRICTLY OBSERVED.

**THORP BROS., PRESTON.**



**PURCHASERS OF**  
**SILVER PLATE, WATCHES, DIAMONDS,**  
*Clocks, Electro-plate, Gold and Silver Chains,*  
**STANDARD GOLD HALL-MARKED JEWELLERY, &c.,**

Are most respectfully invited to inspect the largest and most extensive  
Stock in Preston, at

**JOHNSON'S**  
**11, ORCHARD STREET, PRESTON,**

(Sole Manufacturer of the famed Railway Watches, which are now used on  
all the principal Railways in the world,) **WHOLESALE**

**GOLDSMITH, JEWELLER, ENGRAVER,**  
**SILVERSMITH, AND**  
**WATCH MANUFACTURER.**

The newest and most elegant designs in Standard Gold JEWELLERY, (made entirely by patent machinery, whereby a saving of 50 per cent. is effected), consisting of Bracelets, Brooches, Ear Rings, Locketts, Links, Studs, Pins, &c.; Gentlemen's 18 carat Gold-marked cast Signet Rings, with crests to order; single stone, cluster, and Roman set Diamond Rings; a splendid lot of Ladies' Gem Rings and Half Hoops, set with Diamonds, Rubies, Amethysts, Pearls, Opals, and other precious stones; 18 carat Hall-marked Alberts, Five Pounds per ounce, neat; Standard Gold Wedding Rings; Ladies' Gold Chains, Necklets, and Alberts; Gentlemen's unparalleled Time-keeping Gold Centre Seconds Watches; two hundred Gold Watches to select from; eight hundred Silver Watches, suitable for all classes; five hundred Clocks and Timepieces in Gilt, Bronze, Marble, and other cases, for Mansion, Railway, Ship, Office, School, Cottage, Mill, or Workshop; articles for Presentation, from £1 to £100; Electro-plated Tea Sets, by ELKINGTON, DIXON, TIMMS, and other eminent makers; Spoons, Forks, Fisk Carvers, Table Cutlery, &c., at the smallest possible per centage on makers' prices.

**N.B.—NO GILT OR PLATED JEWELLERY KEPT IN STOCK.**

**BEST WATCH KEYS, 2d.**

**BEST WATCH GLASSES, 2d.**

**R E P A I R I N G .**

A large and efficient staff of practical and skilled workmen kept on the premises, each employed in his own department, viz.: Clocks, Watches, and Jewellery. Every known construction of Clocks, Watches, Jewellery, Plate, Barometers, Spectacles, &c., carefully repaired with promptness and despatch, at the lowest possible charges compatible with first-class workmanship.

\*\* With all Watches left to be cleaned or repaired, a specific sum is named, and a CONTRACT CARD given, (which is also a receipt,) and no further demand under any circumstance is made.

**SILVER PLATE, DIAMONDS, OLD WATCHES, OLD GOLD & SILVER, &c.,**  
**TAKEN IN EXCHANGE OR PURCHASED FOR CASH.**

**Clocks attended to in any part of the Town or Country.**

*Stock replenished every week by the newest Goods from the first houses in London  
Sheffield, and Paris.*

**All Orders, by Post or otherwise, despatched same day as received.**

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**TESTIMONIALS**  
**TO JOHN JOHNSON, RAILWAY WATCH MANUFACTURER,**  
**ORCHARD STREET, PRESTON.**

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FROM HIS WORSHIP THE MAYOR OF PRESTON.

NOVEMBER 25TH, 1870.

The Mayor of Preston has the pleasure to inform Mr. JOHN JOHNSON that the Gold Centre Seconds Lever Watch, purchased from him in 1865, continues to merit his approbation. It is a piece of exquisite workmanship, an excellent timekeeper, and is in every way perfectly satisfactory.

L. C. SPENCER, M.D.

LANCASHIRE AND YORKSHIRE RAILWAY.

LOCO. DEPARTMENT, PRESTON, DEC. 10TH, 1870.

DEAR SIR,—I have the very great pleasure of informing you that the Gold Watch you supplied me with in January, 1865, is in every respect satisfactory, and pleases me well; in fact, I feel sure a better watch could not be made, and there is not a more accurate timekeeper in the world.—Yours very truly,

To Mr. JOHNSON.

JOHN JACQUES, Locomotive Superintendent.

POLICE OFFICE, PEMBERTON, NEAR WIGAN,

DECEMBER 10TH, 1870.

DEAR SIR,—I am pleased to inform you that the Gold Watch manufactured by you for me some two years since, has proved itself to be perfection in regard to correct time-keeping. In fact, from month to month I am not half a minute either fast or slow. I send you this most especially to thank you for serving me with one of the most beautiful specimens of watchmaking I have ever seen, and as for true and steady going, I fear no watch in the world; and shall always treasure it as the most trusty friend I have. If this note is of any service, make what use you please of it. Wishing you all the success you deserve,—I am, yours faithfully,

THOS. CLARKSON,

To Mr. JOHNSON.

Superintendent Lancashire County Constabulary.

LONDON AND NORTH WESTERN RAILWAY,

LOCO. DEPARTMENT, CREWE, Nov 26TH, 1870.

This is to certify that during the Queen's journey over this Railway, on Her Majesty's return from Balmoral to Windsor, the running time of the royal train was most accurately kept by two of the Silver Railway Watches manufactured by Mr. JOHN JOHNSON, Orchard Street, Preston.

GEO. BOTTOMLEY, Locomotive Inspector,

THOS. MERRY, Engine Driver,

Engine "Shamrock," 1671.

LANCASHIRE AND YORKSHIRE RAILWAY,

LOCOMOTIVE DEPARTMENT,

MAUDLAND STATION, PRESTON, DEC. 10TH, 1870.

DEAR SIR,—I have much pleasure in certifying that the Gold Centre Seconds Watch I purchased from you about two years ago, continues to give me perfect satisfaction. I can, therefore, confidently recommend your watches to all wearers.

Mr. JOHN JOHNSON, Watch Manufacturer,

Orchard Street, Preston.

Yours truly,

P. HURST.

LANCASHIRE AND YORKSHIRE RAILWAY,

CHORLEY, DEC. 12TH, 1870.

DEAR SIR,—It affords me the greatest pleasure to testify to the excellent manner you executed the order for a Gold Centre Seconds Lever Watch, manufactured by you for presentation to Mr. THOS. HAMER, by the Order of Druids in the Chorley District. As a splendid specimen of horological art, I feel certain it cannot be surpassed in the world; and as for correct timekeeping, it cannot possibly be excelled. It does both yourself and your establishment great credit to be able to turn out at so short a notice such admirable work at so reasonable a price; for had we gone to either London, Liverpool, or Manchester, to make the purchase, we should have had to pay several pounds more than we paid you, and could not have met with anything more satisfactory. Wishing you may meet with all the patronage you so richly merit,—

I am yours very respectfully,

To Mr. JOHN JOHNSON.

JAMES CORBETT, Station Master.

LANCASHIRE AND YORKSHIRE RAILWAY,

LOCOMOTIVE DEPARTMENT, PRESTON, NOV. 10TH, 1870.

DEAR SIR,—In October, 1867, I purchased one of your Railway Lever Watches, and have used it ever since at my employment as Railway Engine-driver, giving it



*Mr J Johnson's Advertisement—Continued*

I think, a very fair trial. I now, therefore, have the pleasure of informing you, and hope it will give you satisfaction to know, that since it has been in my possession it has proved to be *one of the most exact Time-keepers on our Railway*. After carrying it three years, having to stand the shaking of the engine, and sometimes being so hot by the heat of the fire box that I could not hold it in my naked hand, it has never once deceived me with regard to the *correct time*, and I can come to no other conclusion than that your Watches, both in *quality of material and excellence of workmanship*, greatly surpass anything I have met with in pocket-timekeepers. I would most strongly advise and strictly recommend any working man, railway servant or not—who wishes to be the possessor of a watch, to make his purchase of you, which I feel sure he will rarely equal and never excel, and he will never regret it. In conclusion, I may just remark that the Silver Lever Watch I purchased from you some time ago, for my relative, who resides in the United States, continues to give him the most unqualified satisfaction, he never having had to alter the regulator but once since he has had it. With very best wishes for that prosperity which you richly merit,—I am, dear Sir, yours very respectfully,

Mr. JOHN JOHNSON, Railway Watch Manufacturer,  
Orchard Street, Preston.

JOHN BULFIELD,  
Engine Driver.

LONDON AND NORTH WESTERN RAILWAY,

Loco. DEPARTMENT, WARRINGTON, DEC. 8TH, 1870.

SIR,—The Centre Seconds Silver Watch you manufactured for me 18 months ago, is so much admired, and is such an unparalleled timekeeper, that I feel I should not be doing a duty I owe to you and the public unless I bear testimony to the excellence of your watches. I confidently assert that any working man becoming the possessor of one of your famous watches, it will be the last article he will ever part with, if he has any regard for correct time. I think the thanks of the whole family of railway servants are due to you for introducing such a splendid class of watch work to them, especially at such low prices; and if my voice could be heard throughout the length and breadth of the land, I would say to every working man, purchase a Johnson's watch, and you will never regret it; for on our line of railway the name of Johnson is as familiar in their mouths as "household words." With my hearty good wishes for your health and prosperity,—I am, truly yours,

To Mr. JOHN JOHNSON.

JAMES GOULDEN, Engine Driver,

LONDON AND NORTH WESTERN RAILWAY,

Loco. DEPARTMENT, PRESTON, DEC. 12TH, 1870.

DEAR SIR,—The Gold Lever Watch you made to my order in 1868, has, I am pleased to say, given me greater satisfaction than I ever expected to derive from a watch. After using it on the engine for nearly two years, to regulate my work as an engine driver, and carrying it for that time over nearly one thousand miles per week, I can most truthfully say that my watch has never been above three minutes out of time since you supplied it to me. I, therefore, have the pleasure of paying this richly merited tribute to yourself, on the splendid quality of your work, and also to strongly recommend any person who may require an honest and trustworthy timekeeper, at a strictly reasonable price, to purchase a Railway Watch from you, and I feel certain he will get such an article that has no equal at the price at any other establishment in the United Kingdom.—I am, dear Sir, yours very respectfully,

To Mr. JOHN JOHNSON.

ABRAHAM ELLERINGTON.

LONDON AND NORTH-WESTERN RAILWAY,

NEWTON BRIDGE, DECEMBER 13TH, 1870.

DEAR SIR,—Two years ago I purchased from you a Gold Centre Seconds Lever Watch, and am gratified to say that for beauty and exact time I have not yet seen its equal. I have many opportunities of seeing your watches all over the line, and can hear but the same report, that Johnson's watches for correct time cannot be surpassed in the Kingdom, and for durability in the hands of working men; they are twice as strong as any other watches I have ever seen. In fact, too much could not be said in their favour. They are really first-class—Yours very truly,

To Mr. JOHN JOHNSON.

JAMES BUSH, Police Inspector.

LONDON AND NORTH-WESTERN RAILWAY,

EUSTON STATION, LONDON, NOVEMBER 30TH, 1870.

DEAR SIR,—It affords me the highest gratification to be able to state that the Silver Lever Watch you supplied to me in 1867, and those you have supplied to my fellow servants at this station, continue to give the most universal and unqualified

*Mr J Johnson's Advertisement—Continued*

satisfaction for correct timekeeping; in fact, too much cannot be said in their praise. I need not tell you that to men in our profession as passenger guards, traveling from one to two thousand miles weekly, that a first-class timekeeping watch is of the most paramount importance, and I can truly say it is a great luxury for a working man to be in possession of one of your excellent and honest watches, for as to strength, neatness, accuracy, beauty, and cheapness, I have never yet seen their equals in any part of the United Kingdom. Wishing you all the success and prosperity you deserve,—I am, yours very sincerely,

R. MULLARD, Passenger Guard, Euston Square.

To Mr. JOHN JOHNSON, Railway Watch Manufacturer, Preston.

LONDON AND SOUTH-WESTERN RAILWAY,

NEW MALDEN STATION, SURREY, NOV. 25TH, 1870.

DEAR SIR,—It affords me the highest gratification to inform you that the great number of Gold and Silver Watches you have supplied to the Station Masters, Guards, Engine Drivers, Firemen, Porters, and other Servants of this Company, have given the most universal satisfaction to the wearers as correct timekeepers in their various business capacities, and I feel sure your excellent Watches will become a HOUSEHOLD WORD in England, for as to accurate timekeeping, with strength and neatness combined, I firmly believe them to be unequalled by any other establishment in Great Britain, and would further imperatively impress on those wanting first-class timekeepers at strictly reasonable prices, to purchase one of Johnson's Watches, which will give every satisfaction to the most fastidious wearer.—I am, dear Sir, yours very respectfully,

NOAH TAYLOR, Station Master.

To Mr. JOHNSON, Railway Watch Manufacturer, Preston.

LONDON AND NORTH-WESTERN RAILWAY.

LOCO. DEPARTMENT, WARRINGTON, DEC. 18TH, 1870.

DEAR SIR,—The Gold Centre Seconds Lever Watch made for me by you in November, 1867, continues to give me every satisfaction. In point of workmanship it is *par excellence*, and as a timekeeper cannot be surpassed. I am in truth well pleased with it.—Yours truly,

HENRY HACKETT,

Mr. J. JOHNSON.

Locomotive Superintendent.

MIDLAND RAILWAY,

LOCO. DEPT., MANCHESTER, DEC. 10TH, 1870.

DEAR SIR,—I have the satisfaction to inform you that the Silver Lever Watch I purchased from you on September 28th, 1867, has afforded me more gratification as a correct timekeeper than I ever expected to derive from wearing a Silver Watch. To a man of my business as Engine Driver, that has a correct timekeeping watch in his pocket, he can perform his duty with credit to himself and satisfaction to his employers. I can therefore, with the strictest confidence, recommend your watches either to railway servants, in any of its numerous branches, or to any other person that wants a first-class timekeeping watch at a reasonable price, to make his purchase from you.

Enclosed is a Post-Office Order for Five Guineas, for another of your Railway Timekeepers, for my fireman. Wishing you all the success you so richly deserve,—I remain, yours very respectfully,

ROBERT SALMON, Engine Driver.

To Mr. JOHN JOHNSON, Preston.

LONDON AND NORTH-WESTERN RAILWAY,

LOCO. DEPARTMENT, PRESTON, DEC. 17TH, 1870.

DEAR SIR,—It affords me great pleasure to inform you that the Gold Lever Watch I purchased from you in December, 1867, has given me great satisfaction, and I fairly think for beauty and correct timekeeping I have never yet seen its equal. In fact, it does not vary two minutes in twelve months. I strongly recommend any intending purchaser of a watch to make his purchase from you, for I feel sure your watches have never been surpassed, and are very rarely equalled.—I am, Sir, yours very respectfully,

JAMES TICKLE, Storekeeper.

Mr. JOHN JOHNSON.

LANCASHIRE AND YORKSHIRE RAILWAY,

LOCO. DEPT., MILES PLATTING, MANCHESTER, 19TH DEC., 1870.

DEAR SIR,—I am glad to say the Watch you supplied to me eighteen months ago gives me entire satisfaction. I have not had the slightest trouble or expense with it.—Yours truly,

WM. YATES, Locomotive Superintendent.

J. JOHNSON, Esq.

*Mr J Johnson's Advertisement—Continued*

# J O H N S O N ' S

First-class and well tried

## W A T C H E S

Are most extensively used in the Locomotive and Traffic Departments on the following Railways:

**London and North Western.**  
**London and South Western.**  
**London and South Eastern.**  
**London, Chatham, and Dover.**  
**London, Brighton, and South Coast.**  
**Great Eastern.**  
**North Eastern.**  
**Great Western.**  
**Great Northern.**  
**Bristol and Exeter.**  
**North Devon.**  
**South Devon.**  
**West Cornwall.**

**Somerset and Dorset.**  
**Midland.**  
**Shrewsbury and Hereford.**  
**Mid Wales.**  
**Cambrian.**  
**South Wales.**  
**Taff Vale.**  
**Brecon and Merthyr.**  
**Furness.**  
**Caledonian.**  
**Lancashire and Yorkshire.**  
**Canadian Grand Trunk.**  
**East Indian.**  
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**G. W. SHARPLES,**  
**DISPENSING CHEMIST,**  
**7 & 8, CENTRAL BEACH, BLACKPOOL,**

Personally superintends the Dispensing of Prescriptions, and adopts every approved means to insure accuracy and dispatch, and guarantees the quality of every preparation used in his Establishment.

**Every Patent Medicine and Proprietary article of repute kept in Stock.**

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Under Contract with the Government of Canada for the Conveyance of the  
**HALIFAX, CANADIAN, AND UNITED STATES MAILS.**

The Steamers run in connection with the GRAND TRUNK and other Railways, forwarding Passengers on easy terms to all Stations in Canada and the United States of America.

S.S. POLYNESIAN.  
 " PRUSSIAN.  
 " PERUVIAN.  
 " NESTORIAN.  
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 " HIBERNIAN.  
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S.S. N. AMERICAN.  
 " SAINT DAVID.  
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 " SWEDEN.  
 " CIRCASSIAN.  
 " MORAVIAN.  
 " AUSTRIAN.  
 " CORINTHIAN.  
 " NOVA SCOTIAN.  
 " SAINT ANDREW.  
 " NORWAY.

### LIVERPOOL TO QUEBEC

**EVERY TUESDAY & THURSDAY**, Calling at LONDONDERRY (Ireland) on the following day to take on Board Passengers and Mails; and from

### LIVERPOOL TO HALIFAX

**EVERY ALTERNATE FRIDAY**, Calling at QUEENSTOWN on the following day for Mails and Passengers.

### GLASGOW TO QUEBEC

**EVERY TUESDAY**, Calling at DUBLIN to embark Passengers.

**CABIN FARE.**—From Liverpool by the Mail Line, **18 and 15 Guineas**; and by the Glasgow Line, **13 Guineas**.

Cabin Fare includes Provisions but not Wines or Liquors, which can be obtained on board. **Intermediate Passage 9 Guineas**, including beds, bedding, and all necessary utensils. Steerage Passage as low as by any other first-class Line, to either Quebec, Portland Halifax, Boston, or New York, including a plentiful supply of cooked Provisions. Baggage taken from the Ocean Steamships to the Railway Cars free of expense.

### LIVERPOOL TO NORFOLK & BALTIMORE, DIRECT,

**EVERY ALTERNATE WEDNESDAY.**

This is the most eligible route to the Southern and Middle States.

**Cabin Passage, £15 15s.; Intermediate, £9 9s.; Steerage, £6 6s.**

For further particulars apply, in Portland and Montreal, to Hugh & Andrew Allan; in Quebec, to Allans, Rae & Co; in Havre, to John M. Currie, 21, Quai d'Orleans; in Paris, to Gustave Bossange, 25, Quai Voltaire; in Antwerp, to Aug. Schmetz & Co.; in Rotterdam, to G. P. Ittman & Zoon, or Ruys & Co.; in Hamburg, to W. Gibson & Hugo; in Belfast, to Charley & Malcolm; in London, to Montgomerie & Greenhorne, 17, Gracechurch Street; in Glasgow, to James & Alex. Allan, 70, Great Clyde Street; to Allan Brothers & Co., Londonderry; or to

**ALLAN BROTHERS & CO.,**

Alexandra Buildings, James Street, LIVERPOOL.

# PARISIAN BAZAAR, LYTHAM.

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S. WARTENBERG,

Jeweller, Silversmith,

AND

IMPORTER OF FANCY GOODS,

Respectfully invites attention to the more than usually Choice Selection of NOVELTIES in his Stock, which will be found most suitable for Presents at

BIRTHDAYS, WEDDINGS, CHRISTENINGS,

AND ALSO FOR

Testimonials, Archery Meetings,  
Prize Shooting, &c.

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*Every Description of Jewellery and Silver Plate  
Made to Order.*

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ELEGANT CLOCKS, FINE BRONZES, AND RARE  
PORCELAINS, IN VERY GREAT VARIETY.

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*WATCHES & JEWELLERY REPAIRED.*





