

Sankey Canal Restoration Society

CANAL CUTTINGS

VOLUME 9 Number 5
Spring 2020



Seagulls at Spike Island

Facing the tide and the wind at the side of the
entrance locks to the Sankey

Sankey Canal Restoration Society

Registered Charity Number 702571

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Founded 1985



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(Councillors from the three Local Authorities which own most of the Canal's line):

Keith Morley (Halton) Steve Parish (Warrington)

Paul McQuade (St. Helens)

The Inland Waterways Association:

Colin Greenall (Chester & Merseyside Branch)

Sankey Canal Restoration Society

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VOLUME 9 NUMBER 5: Winter 2020

Editor and Production: David Long
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The Chairman's Report—from Colin Greenall

First of all a belated Happy New Year to all members and friends of the Sankey Canal Restoration Society, I hope you all had a very joyful festive season .

Now that we are well into the year and things are starting to grow let's take a positive look at what lies ahead.

Fiddlers Ferry Power Station, which supplies water to the southern section between Bewsey Lock and Spike Island will close on 31st March, and with little hope of a suitable supply being found, could result in the canal drying up. This is something we don't want to happen but unless a quick solution is found seems inevitable. However, we have been assured by both Warrington and Halton Councils that efforts are being made to resolve the situation.

Our volunteer work parties are once again out there beavering away at various sites along the canal. An enormous difference has been made particularly at Blackbrook, to the section of canal beyond Blackbrook Road Bridge towards Carr Mill Dam. Other sites to benefit from their endeavours are Bewsey Lock and Winwick Dry Dock. Something to keep a look out for during the year will be the new milestones which will be installed along the Warrington section of the canal.

Memberships Renewals were due in January, so I hope you have all remembered to rejoin, as this is vital to the impact the Society can make on local and national issues with regards to the future of the canal and its environs

In March it will be AGM time again when our special guest speaker will be Graham Wallace, who will tell us all about the Runcorn Locks Restoration Societies Project to “Unlock Runcorn”. There will also be the usual AGM business of electing the Officers and Committee members. If you think you would like to join our Executive Committee, please put yourself forward for election

As we head into the summer months our Sales and Promotions team will be out at local events with the sales Gazebo. This year we will as usual be starting off at The Rural Craft Fair in Willow Park, Newton-Le-Willows, and will be visiting various locations during the summer months. Why not join us and help promote your canal to a bigger audience?

During the year we hope to bring you regular updates as to what is happening on the Sankey. This will be done via our Website, Facebook page and “Canal Cuttings”. This is your magazine - so please send in your stories about the canal or anything related to local history of St Helens, Warrington or Widnes, and keep on using the Website and Facebook to make comments about what we do or don't do.

Well that's enough from me for now, I hope to meet up with many of you during the year, be it at events, work parties or just walking along the towpath of the Sankey Canal.

Best wishes,

Colin Greenall

Follow SCARS on any of the social media platforms and keep up-to-date on our activities and news. Find us on:



Facebook

Sankey Canal Restoration Society

Twitter: Sankey Canal @scars567



Instagram: Sankey Canal Restoration: sankeycanal1757

IWA ANNOUNCES NEW CHAIRMAN

Following a Trustee meeting on Saturday 16th November, Paul Rodgers has been elected as the Inland Waterway Association's new National Chairman.



Paul succeeds outgoing National Chairman, Ivor Caplan who, after two years at the helm, has decided to focus on areas of particular interest including heritage, navigation and planning.

Paul brings a wealth of business and volunteering expertise to the role. He is Chairman and Founder of European payments community, Vendorcom and has a background in marketing, strategy development and community building. He first volunteered for IWA in 2014, when his wife persuaded him to go on week long

Canal Camp with her and since then his involvement has grown.

Commenting on Paul's appointment, Neil Edwards, IWA's Chief Executive says, "Paul brings a new perspective, having been a volunteer working across our Waterway Recovery Group sites, such as the Cotswold Canals, as well as a member of our Marketing Committee. He is an entrepreneur with a flair for getting straight to the heart of what matters. His business and leadership experience will take IWA forward to the delivery of our strategic objectives, starting with the plans for our 75th anniversary year.

I would also like to take this opportunity to thank Ivor Caplan for his service as National Chairman and for the commitment and energy he has brought to the Association during his time in the role, and will continue to bring to IWA in many other roles."

Paul has big plans for IWA and is looking to capitalise on IWA's unique position in terms of its independence, heritage, perspective and diversity of interests as a way to shape and facilitate the future regeneration of the waterways.

Paul says, "I am honoured to have been elected by my fellow trustees to help lead the next stage in the development of our Association with the support of our staff team, volunteers and members.

"IWA has a proven track record of delivering for the waterways and has the depth of experience needed to build on the past to ensure the correct route is taken for the future. As an independent organisation, it is able to be objective and take a flexible approach in tackling a wide range of competing demands across waterways interests. IWA is able to speak authoritatively on all interests and deliver effectively when action is needed.

"My aim as National Chairman is to continue to build on IWA's reputation, developing well-thought-out, strategic and active campaigns which will result in the regeneration of the waterways to benefit all users, influencers and stakeholders for the remainder of the 21st century – and beyond."

Report From Our Work Parties

By Colin Greenall

Our work parties have continued their Winter programme of work on the line of the Canal. **Sunday 1st December: Blackbrook:** On a cold and frosty morning our volunteers assembled for another day at Blackbrook. Our project for the day was to continue the clean-up at Stanley Bank Basin. The work involved cutting back of a large tree which had partially collapsed into the canal, along with removing the unwanted vegetation from around the entrance to Stanley Bank Basin





Sunday 5th January: Blackbrook: Although dull, the weather was dry and mild as we returned to continue clearing the both banks of canal of rubbish, trees, and other unwanted vegetation.

Some volunteers worked on the entrance to Stanley Bank Basin and made good progress (*above*). The rest of the team went to work on the opposite bank and cleared another twenty feet of rank vegetation and rubbish (*below*).





Wednesday 22nd January: Bewsey Lock Overflow: Our first midweek work party of the year followed up on previous work at Bewsey. Over the past few years the overflow at Bewsey Lock had become very overgrown with young trees, and previous work parties had cleared the majority of the vegetation, leaving just the stumps of the trees (*above*). With the aid of a hand winch, three volunteers set to and removed them (*below*).

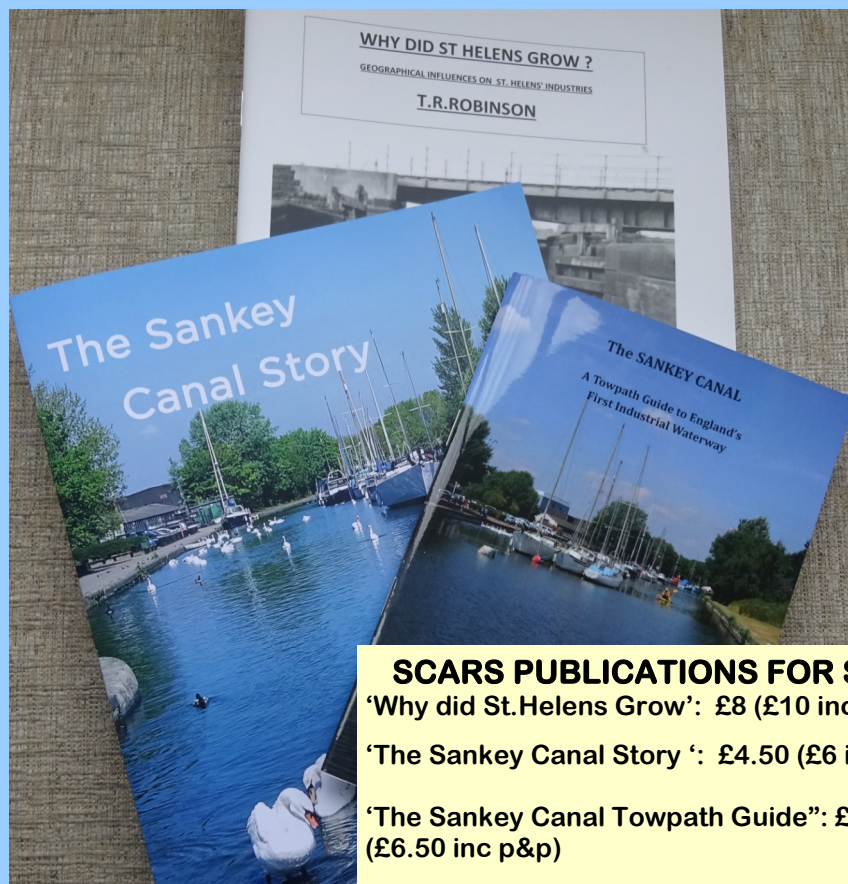




Sunday 2nd February: 1—Winwick Dry Dock and Hulme Lock: Nine volunteers spent a day here, clearing away two years of vegetation growth (*above*) from around the top of the basin, and most of the stepped walls (*below*). After heavy overnight rain, the day turn out to be bright and clear and work proceeded so well that a couple of volunteers were spared to do a litter-pick at Hulme Lock—returning with four bags of rubbish collected.

The March Work Party will return to clear the floor of the dock.





SCARS PUBLICATIONS FOR SALE

'Why did St.Helens Grow': £8 (£10 inc p&p)

'The Sankey Canal Story ': £4.50 (£6 inc p&p)

**'The Sankey Canal Towpath Guide": £ 4.80
(£6.50 inc p&p)**

**Order from Colin Greenall:
16 Bleak Hill Road, Ecclestone, St.Helens,
WA10 4RW**

WANTED—More Volunteers

Our Work Parties are perhaps our most visible volunteering opportunity—but there are other roles we need volunteers for. Maybe you could help out on our exhibition and sales stand when we attend events around the area from late Spring to early Autumn; or perhaps you have a personal skill, for instance in communications or the media, which you could put to use to help promote the Sankey and our Society—even if it's simply visiting the canal every now and again, taking photographs, and putting them up on our social media sites, or carrying out research into aspects of the canal's history, or of its associated communities or industries. But don't let yourself be limited by my imagination....

To offer your services, choose a contact from page 2 of this magazine.

News Round-Up Around the Boroughs

by Colin Greenall

ST HELENS



De-silting of the Rainford Brook: Despite Storms Ciara and Dennis, work began on 11th February on the desilting of the section of the canal below the New Double Locks which is now occupied by Rainford Brook between College Street and Merton Bank Road. The need for the works can be appreciated in the view of part of the section, taken last September (*above*).

The 8-week, £330k Environment Agency project, which is being carried out with Liverpool City Region and European Regional Development Funding, will include the upgrading of the towpath to cycleway standard. (*More pictures overleaf*)



The site compound





Blackbrook: St.Helens Council officers have been approached about the possibility of their staff removing a large tree from the entrance to Stanley Bank Basin, where our work party volunteers have been busy clearing the canal bank near to the Sankey Valley Heritage Visitor Centre (*above*).

HALTON

Swans cause drama at Spike Island: In early January seven heroic schoolboys rescued a mum and baby from the canal after swans chased them into the water. The boys were alerted to the events unfolding by the canal by the elder sister of the baby. The boys called 999 and then sprung into action and pulled the struggling baby and mother from the canal. The seven heroes received bravery awards at Widnes Police Station, when Chief Inspector Catherine Pritchard praised the boys for their quick action and bravery. The grateful family also gave the boys gifts to show their appreciation.

Some of the swans at Spike Island. Their size, and enthusiasm for food offered by the public, may lead to unwanted consequences.



HALTON

Spike Island Bridge: Work on the new Swing Bridge at Spike Island is still set to begin in March.

Widnes Towpath Re-opening: Although the towpath from Carter House Swing Bridge to Spike Island is now open again, it would appear that the blockage in the canal has not been cleared to its original depth. Also, a fair amount of damage to the towpath wall has occurred during the works involved with building the Mersey Gateway bridge. Halton BC are in the process of trying to get this situation rectified.

Marina Water Supply:

The problem of retaining water in the section of canal occupied by West Bank Boat Club (*right*) is being carefully monitored



Catalyst Science Discovery Centre and Museum: A refurbishment scheme, involving moving the café, and the arrival of a Planetarium, has been undertaken in recent weeks. The fresh, new look to the reception area may be seen below (Catalyst website).



WARRINGTON

Extending the Milestone Project: Plans are in hand for milestones to be installed along the sections of the Sankey within the Warrington boundary.

Fiddlers Ferry Water Supply: The council are looking into ways of maintaining the water supply to the section of canal between Bewsey Lock and Spike Island in Widnes. Apart from the obvious reconnecting to the Sankey Brook at Dallam, it is believed that such options as an Archimedian screw lifting water from Sankey Brook at Dallam, or wind powered pumps providing a supply from Gateworh Tip at Great Sankey are under consideration.



NEIL EDWARDS, IWA CHIEF EXECUTIVE, ANNOUNCES RETIREMENT

IWA's Chief Executive, Neil Edwards, has announced his retirement after a career spanning more than 24 years with the Association.

Credited with the creation of Canal Camps, Waterway Recovery Group's week-long working holiday format, Neil has spent many years supporting the charity both as a volunteer and as a member of staff. He first volunteered with London WRG in 1979, joined IWA as an employee in 1995 and led the organisation during the dramatic "Save our System" campaign, through saving and taking on the direct management of the Chelmer & Blackwater Navigation and through all of the discussions for the establishment and launch of the Canal & River Trust. Since Neil began working for the charity nearly 25 years ago, over 210 miles of waterway have been re-opened.

He will step down as chief executive in the summer, having originally told trustees of his intention last September, and in the meantime will work closely on the appointment of a successor with a period of handover. Neil's extensive waterways knowledge and expertise will not be lost to the Association, as he will continue to volunteer on the board of Essex Waterways Limited, and will be retained by the Association to oversee the insurance arrangements for IWA's non-profit corporate members - a service which delivers enormous value to the restoration sector in particular.

Paul Rodgers emphasises the value delivered by Neil during his time with the Association:

"Under Neil's leadership IWA has developed an established reputation as champion and advocate of the restoration movement and he has demonstrated an unwavering commitment to developing and improving the nation's canals and rivers, and thus IWA's status as 'Voice of the Waterways'. Neil is a well-respected and admired waterways campaigner and we have been fortunate to have him as our Chief Executive. When he retires he will be leaving the Association in an excellent position to further support the regeneration of our waterways and meet the challenges of the future. We all wish Neil a long and happy retirement."

Sankey Extensions—and Failed Intentions

FF map

The Sankey Canal was opened in 1757—running from a lock up from the Mersey at Sankey Bridges as far as Parr. In the next few years a number of extensions were opened, as funding and need developed.

At the St. Helens end, the canal had been extended by 1759 to Gerards Bridge, to serve local industry. By 1762 the Blackbrook arm had been built as far as the Lower Basin (what we now refer to as Stanley Basin), and by 1772 the final extension to the Upper Basin was open, to cater for the demands of local coal owners. Also in St Helens, by 1775 the Gerards Bridge Branch had been further extended towards the present town centre—the Ravenhead Branch and the Sutton Arm off it.

Meanwhile, at the southern end, the access to the Mersey at Sankey Bridges was proving to be difficult, with only a narrow window of access when the tide was favourable. In 1762 the canal was therefore extended to Fidlers Ferry, where two parallel locks gave boats a longer attempt at the high tide. These locks were at a narrow part of the river Mersey and whilst one met the river at an angle facing downstream, the other lay practically at right-angles, presenting problems if there was a strong current flowing. A further extension followed in 1833 to Spike Island, where two new locks gave even better access to the river. In the 1700s a new canal was proposed to link Liverpool with Leeds. This would pass from Liverpool eastwards to the south of St. Helens, through Bold, Newton-le-Willows and Golborne to Wigan. As a countermeasure, the proprietors of the Sankey advanced their own plans for a canal leaving the Sankey at Winwick heading northwards through Ince and Pemberton to Wigan. In fact neither of these canals were ever built. Both would have been through a fairly uneven landscape and would have demanded extensive and expensive engineering to deal with the varying levels. When SCARS did a desk top exercise to plot a canal to the Leigh Branch of the Leeds and Liverpool Canal similar problems were encountered. The present day Leeds and Liverpool Canal passes well to the north of St Helens through Melling, Burscough, Parbold and Appley Bridge.

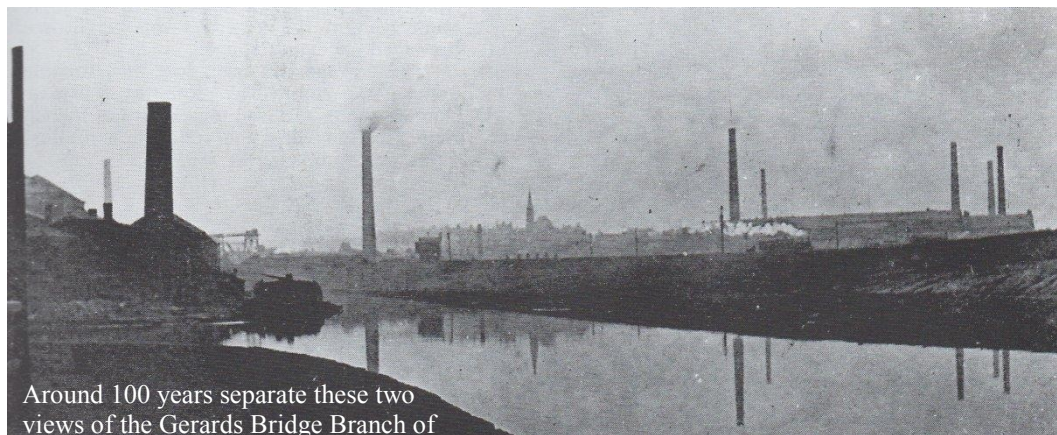
Above Sankey Bridges the Mersey narrows, and follows a winding course with sandbanks which varied in location over time. In an attempt to avoid passage through these bends a new canal was proposed in 1844. This would leave the Sankey at Sankey Bridges, and go east-

wards round Bank Quay to meet the Mersey below the bridge,



thus avoiding the difficulties of the passage along the river. For whatever reason, this canal was also never built. It would have had a marked impact on the layout of the present town if it had been completed.

This item is based upon information in "Industrial Railways of St Helens, Widnes and Warrington, Part One – St Helens" by C.H.A. Townley and J.A. Peden.



Around 100 years separate these two views of the Gerards Bridge Branch of the Sankey—the map over the page has the Branch running along the top—with the Ravenhead Branch going off to the left, *above*—but now hidden by vegetation, *right*.



In the modern view the Burgy Banks hide the St Helens to Wigan railway line, on which a local train may be seen steaming along, *above*.



WANTED—Volunteers

Our Work Parties always achieve more than you'd expect from the numbers involved—but with more volunteers, we could do much more. Why not join in? The work you put in depends on you and what you feel capable of. If you would like to get a little involved in an informal day in the fresh air and do something to clear up our local environment then contact me on: 01744 600656 or email me at : johnhugh-

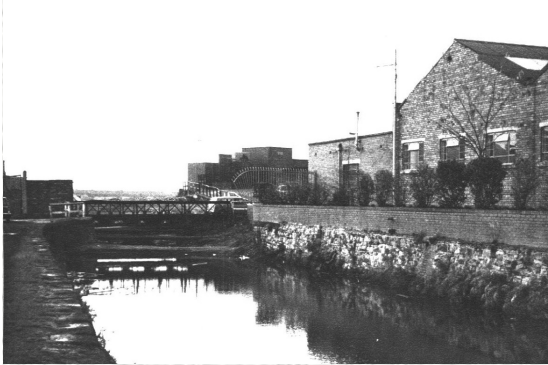


Local History Corner

1. Pocket Nook—Reminiscences

As a follow-up to the Pocket Nook map item in the previous issue of Canal Cuttings, the Society was delighted to receive correspondence from Mr. Edwin O'Connell describing some of his memories of the area shown on the map.

During a visit to St Helens from his home in the Republic of Ireland Mr. O'Connell was given a copy of Canal Cuttings which featured the item on removing rubbish from the canal at Pocket Nook. This had been the area where he had spent his childhood - so he thought that he would share some of his memories. *The map is reprinted opposite to help locate the sites mentioned.* He was born in 1931 at Merton Bank and began his schooling at Holy Cross Infants school in



1936. Each day on the way to school and home again he would cross the canal over the timber bridge (*Left—Bill Highcock's 1960s view of it shortly before it was replaced by a solid bridge further along the canal*) which linked Standish Street and Pocket Nook Street. He recalls that at that time the canal was still in water, but it was drained shortly after that date.

He also mentions the level crossing which crossed the road giving Varley's Foundry access to the north, following the canal tow path towards the site of the Gas Works,

established 1941-1942. Apparently the motive power for the foundry was a steam crane, with a vertical boiler, used for loading scrap metal into the furnace. He mentions a small block of terraced houses located almost up to the rails. These can be seen on the map. It cannot have been a pleasant position for homes, beside a railway and next to a foundry.

To the north of the canal Standish Street had to climb to clear the LMS main line from Liverpool to Wigan along with its associated sidings. The other line mentioned is the LNER line from the original St Helens Central Station on Corporation Street to Haydock and Lowton. Mr. O'Connell goes on to describe his time at 'Happy Valley', where the Black Brook carries excess water from Carr Mill Dam south to feed the Sankey Canal. A favourite spot for many local people during a warm sunny weekend. Apparently Italian POWs did sterling work rebuilding collapsed retaining walls on the southern side of the East Lancs. Road. They were housed in the camp at Haydock before it was used to cater for German POWs, including the great Bert Troutman.

He remembers that St Helens had three gasometers, one larger than the others. They were so obtrusive in the landscape that they were apparently used as navigation points for aircraft approaching both Manchester and Liverpool airports. The need for such storage has now gone and all have now been demolished, leaving modern pilots to navigate via their instruments. Mr O'Connell goes on the record his working life in St Helens, working first at Forster's Glass from 1946 to 1964. He lectured at Widnes Technical College from 1964 to 1971, then moved to Carlow Regional Technical College in the Irish Republic from which he retired in 1989—from which time he has continued to enjoy his retirement.

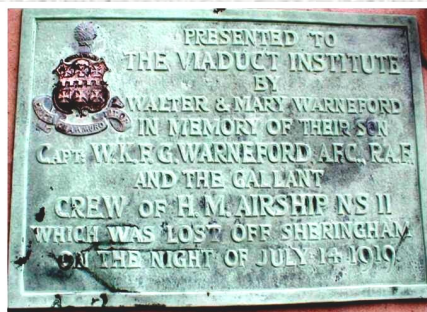
The Society is grateful for him having taken the time to provide SCARS members with his memories and wish him well in the future. His efforts are much appreciated.

2. Sankey Valley War Memorials—Follow up

Our Editor writes: I had a couple of responses to my article here in the last issue of Cuttings. One was from Committee Member Neil Forshaw, who has carried out research into local war

memorials himself. He was able to send me images of the vandalised memorial fountain to Captain Warneford which is at the back of the Viaduct Sports Club. They show the brass plaque (*left*) with the Captain's details on. Neil reports that the story is that the plaque was later removed and is somewhere safe—but no one seems to know where....

The other was from Geof Martindale, who wanted to know if the name of his great-uncle, Samuel Pierce, could be deciphered on the nicotine-stained Great War Roll of Honour in the Vulcan Inn. He also



wondered if there was a WW1 Memorial for the Vulcan Works themselves to correspond with the one shown for WW2. As far as I know, no such memorial was created at the Foundry itself. However, The Vulcan Foundry Ltd did contribute to the appeal to build the Memorial Cottage Hospital—making a very generous donation of £5000, and they held a fund-raising Bazaar which raised a further £1300, whilst its Managing Director, Sir William Collingwood, gave £500, and his wife £100 to furnish a ward. The Company was also heavily involved in the building of the new chancel at Emmanuel Church, Wargrave as a War Memorial. So perhaps they felt they had done enough to commemorate those from their Works who died in the war. Incidentally, the new Hospital was partially equipped with material which came from the wartime Red Cross Auxiliary Hospital at Garswood. As for Samuel Pierce, Geof already knew that he is commemorated in St John's Earlestown, and on the Memorial outside Earlestown Town Hall. I was also able to find his name on the memorials outside both St Thomas' Church, Ashton-in-Makerfield, and St Thomas' Golborne, as well as having an entry, with picture, on the Wigan Archives site, where I also found another relative, who is on the memorial at St Nathaniel's Church, Platt Bridge.

Returning to Sir William Collingwood of the Vulcan Foundry—he had two sons who served in the war. Both are named on the Roll of Honour which used to be displayed in the Conservative Club opposite St Peter's Church in Newton-le-Willows. I learned this from local historian Geoff Simm, who kindly sent me an image of that Roll of Honour, along with one from the former CofE District Schools in Earlestown. Of Collingwood's two sons, one, Sydney, returned alive with the Military Cross and the Croix de Guerre, whilst the other, Carlton, died on the Somme, and is commemorated on a number of local Memorials—but has special memorial in All Saints Church on Crow Lane East—the only Battlefield Cross I know to exist in the Borough of St Helens. It is doubly rare because it also has the Red Rose roundel of the 55th Division attached to it. Alongside the cross is his photograph, along with one of the marker which was initially placed on his grave, probably by his comrades. The one on display is less



ornate, and was placed on his grave later by the Grave Registrations Unit. Families were able to claim these when permanent stones were erected over the graves. Few did, because they had to pay for their return to England. That would be no problem for the Collingwoods, who were major benefactors in the building and support of All Saints Church.

Early in January I received an email from Cllr, Seve Gomez-Aspron, whose active interest in local war memorials was mentioned in the last article. This time the Councillor was reporting that he had just saved a WW2 memorial from almost certain loss. Whilst browsing online he came across a site featuring photographs taken by ‘urban explorers’ - people who enter abandoned premises to record whatever has been left behind. In this case the images were taken inside the former Red Bank Community Home on Winwick Road, Newton-le-Willows. The Home closed in May 2015, and the site will eventually be cleared for housing, but lies empty and subject to vandalism and theft in the meantime. Cllr. Gomez-Aspron noticed the memorial board lying in a room strewn with rubbish—and succeeded in having it rescued by the Council, who still own the premises. The Home was originally set up in 1858 by the Liverpool Juvenile Reformatory Association, and became an Approved School in 1933. There are 13 names listed, and a check on the Commonwealth War



Grave Commission’s site reveals that some were members of staff, and some were pupils. It also appears that three of the men were civilians, two of whom were killed in air raids—one being a Senior Air Raid Warden in Salford. Of the other ten, five were sailors—one in the Royal Navy, the others in the Merchant Navy. This may be explained by the fact that the Association which founded the Farm School also ran a ship as a reformatory on the Mersey for 50 years from 1856.

The AKBAR was moored with other training ships in The Sloyne, off Rock Ferry, and part of its function was to train lads up for a life afloat. Perhaps the contacts and traditions which started there continued to provide opportunities for lads from the Association’s land establishment. One of the sailors was the 2nd Engineer on his ship, and was 45 when his ship was torpedoed in December 1942—so it may be that he joined the Merchant Navy as a lad in the First World War, and worked his way up. Otherwise the rest of the servicemen were lower ranks—apart from the last two on the list, who were both officer pilots in the Air Force and were both over 30 when they were killed—which, together with the fact that they are the only ones whose ranks are given on the memorial, might indicate that they were members of staff rather than pupils. Perhaps some of our readers know more—and perhaps someone can say whether there was ever a memorial to people from the school lost in the Great War. The School lay quite a distance from the Sankey—but the men on the barges which sailed up the Sankey would have passed the AKBAR every time they passed between Widnes and Liverpool.

If you want to help the Imperial War Museum’s project to record every War Memorial in the country, check whether any memorials you know of are already on their website:<https://www.iwm.org.uk/memorials/search>. If your memorial isn’t there, or the details are wrong, please email me on dave.w.long@icloud.com



ST HELENS HISTORICAL SOCIETY

Programme 2019—2020

This season's meetings (unless otherwise stated) will be held at the Friends Meeting House, Church Street, St. Helens WA10 1AJ, starting at 7.30 p.m.

Monday March 2nd

ANNUAL DINNER (6.30 for 7.00p.m.)

Saturday March 14th (11am Liverpool)

POO, WEE, TICKS AND FLEAS

A Health Walk

Chris Jones

Monday March 16th

THE CHEMICAL INDUSTRY IN THE NORTH WEST **Diana Leitch**

Monday April 20th

FLORENCE NIGHTINGALE

James Crossland

Monday May 20th

**A.G.M. at 7.00 pm followed by
THE BATTLE OF WARSAW 1920**

Charles Esdaile

Secretary: Mary Presland
01744 23141

Treasurer: Norma Cresswell
01744 754962

IWA Chester & Mersey Branch Programme of Meetings 2019-2020

*All meetings are held at 7.45 pm on the second Tuesday of the month in the
Cafe, Ellesmere Port Boat Museum, CH65 4FW—with our fun raffle
Our sales and shop are available for Christmas Cards and Publications.*

10 March 2020- Branch AGM

Followed by **Derek Arnold**, (local, Wirral-based expert on our naval and maritime history) A talk on how the **Royal Iris** and **Royal Daffodil** got their names. These two much-loved Mersey ferry boats have an heroic history.

April 2020: Ken Pye: (Managing Director of Discover Liverpool) A talk on **Liverpool's maritime heritage**; a fascinating selection of maritime facts and fantasies. You will hear and be entertained by glorious stories of Sea Shanties; Maggie May and Liverpool's 'sailors' comforters'; Lord Nelson's Coffin and 'the boy who stood on the burning deck'; a Life on the Ocean Wave; the Scouser who announced the Armada; privateers and the Carnatic and Mentor; and the Sea Monster and the Ghost Ship.

JIM MOLE

Membership Subscription



Charity No: 702571

I wish to join SCARS - my subscription is as detailed below.

Individual (at one address)*		Donation**	TOTAL	Gift Aid**
General	Unwaged			YES / NO
£15.00	£10.00			
* Please indicate as appropriate		** Please indicate your wishes		

Name:	Address:	Post code:
Telephone:	Email address:	

The Sankey Canal Restoration Society
Registered Charity 702571

Gift Aid Declaration

Please help us to reclaim a further 25% by ticking the box below

☐

I want to Gift Aid my subscription and/or donation of £_____ and any donations I make in the future or have made in the past 4 years to the Sankey Canal Restoration Society

I am a UK taxpayer and understand that if I pay less Income Tax and/or Capital Gains Tax than the amount of Gift Aid claimed on all my donations in that tax year it is my responsibility to pay any difference.

Please notify SCARS: if you want to change this declaration;
change name or home address; no longer pay sufficient tax

Please forward to:

Mike Harrison - the Treasurer / Membership Secretary
4 Darvel Avenue, Garswood, Ashton-in-Makerfield, WN4 0UA

SCARS WORK PARTIES GET STUCK IN



Some more photographs of our Work Parties at work earlier this year—at Blackbrook, cutting back vegetation with long-handled loppers, *above*, and rooting out brambles with heavy-duty gloves above the drainage sluice for Winwick Dry Dock, *below*.

If you want to do something practical for the Sankey Canal—see Page 17 for details of how to join our Work Parties

