

The Graveyard Project has unearthed numerous stories of people whose lives were transformed by the two railways, for better or for worse. Here are a few:

David Hall Dale, the farmer not afraid to take on the railways

Skipton born **David Hall Dale** married **Isabella Green** in 1830 and they began their family of ten. David farmed at Paley Green until 1842 and then moved to Cleatop Farm just outside Settle towards Long Preston. This was a large farm of 370 acres, all rented from *Reverend Hogarth Swale*, the first incumbent at Holy Ascension.

The Leeds to Lancaster line and, later, the very start of the Settle to Carlisle line ran straight through David's farm. Reverend Swale is likely to have invested in these railways and would have received compensation for the use of his land. David may not have been quite as enthusiastic –the building of the railway would have been incredibly disruptive to his farming business.

In 1848 David took action against the North Western Railway who were building the Leeds to Lancaster line. He claimed the fence they used was insufficient to contain his sheep and cows. The court agreed with him and ordered the railway to build a new fence within a month! – a very expensive case for the railway [1].

It's no surprise that David was well respected by colleagues. In 1866, he was elected as the chair of a ratepayers' meeting to decide on measures to tackle the Cattle Plague which eventually killed 260 cattle in the area.

David died in 1871, a very wealthy man as the auction details for some of his assets indicate [CH]. The auctioneer was John Cowburn, the Registrar.

Esq., of Lancaster, on behalf of the Railway Company.—David Hall Dale, being sworn, said that the fence was post and wire, the small posts being about three yards from each other, and the main ones about 148 yards. The horizontal wires were about eight inches apart, and are very elastic. Has had sheep gone through many times, and cows over. The top wire is sufficiently

hundred landowners in Scotland have this fence. After a lengthy deliberation the magistrates decided that it was not a sufficient fence; and the order of the court was, that a wood fence of 4 feet 6 in. high, and five bars 6 in. apart, be erected by the company, and completed within a month. This decision will be seriously felt by the railway company, as it is understood they have provided material for fencing the whole of their line. It is estimated that their loss in consequence will not be less than eight or ten thousand pounds.—*Lancaster Guardian*.

OLEATOP, SETTLE.

Mr. **John Cowburn**

Has received instructions from Mr. J. H. Dale, to **SELL BY AUCTION**, on the premises as above, on Thursday, 26th October inst.,

THE whole of his Valuable Stock of **CATTLE** and **SHEEP**, consisting of 23 fat cows and heifers, one fat Scot, 3 three-year-old bullocks, 11 heifers, 1½, 2, and 3-years-old, eight Scots, seven gilt cows full of milk, four one-year-old calves, three calving heifers, 64 fat wethers, 16 fat lambs, nine half-bred ewes, 46 ewes, two and three shears; two excellent rams, one thorough-bred gimmer lamb, one 2-year-old filly by "Lord Hastings," one chestnut pony, two-year-old; one flock of geese, and the winter estate of the whole farm until the 25th day of April, 1877: also about 1000 yards of excellent hay to be eaten on the premises.

Luncheon on the Tables at 10 a.m.

Sale to commence at Eleven a.m.

Cleatop is distant from Settle Junction Station about half a mile, Long Preston Station two miles, and Settle two miles, all on the Midland line. Auctioneer's Office, New-street, Settle, 12th October, 1876.



Railway investors

Those with money make more money by lending to others or investing in businesses. After the success of the canals in the late 18th century, the railways became the next 'must have' investment. 'Railway Mania' was the leading speculative frenzy in the 1840s. Between 1844 and 1846, investments resulted in 6,220 miles of railway line – more than half of modern UK railway network of 11,000 miles.

There are several wealthy folk in Settle who made millions from investing in the railways, not least **Pudsey Dawson** who owned Langcliffe Hall, Marshfield on Kirkgate, the Folly and well over

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500 acres of land in the area. Coincidentally he was the Chair of the shareholders of the North Western Railway at the time that it built the Skipton to Lancaster line. So he did alright.

However, there were winners and losers; as the price of railway shares increased, more and more money was poured in by speculators until the inevitable collapse. Around a third of the authorised railways were never built as the companies collapsed, or were bought out by larger competitors or turned out to be fraudulent enterprises. The savvy investor put money into several companies to mitigate against this loss.

Isabella Hargrave was the widow of *Stephen Hargrave* who farmed the enormous Stockdale Farm above Settle. She took advice to invest her inheritance in the railways. Letters to her relations give an indication of the precarious nature of this [A].

.....
£259.5.9. I saw Mr. Geldard the other day he said he
should recommend us to invest £250 in the ... ? ... North
Western 5 per cent Debenture he considered it perfectly
safe - it is less interest but would it not be better than
risking so much in the Railway? I shall be glad to hear
your opinion. There is £230.2.2. accumulation of rents

My Dear Adam

I was indeed glad to read the opening words of your letter this morning and could scarcely realize it would be true. The news was much too good after the past long months of anxiety and I fancy privation to very many poor creatures I cannot grudge the original share-holders their mites. Thanks to your forethought that I have not suffered. I never for a moment dreaded misfortune coming to a good railway in that manner, but always thought them a perfectly safe investment, experience is not all times a good but dear teacher. Will this years income due to me remain in the railway (?had stock and how am I to repay the £100, because it must be done. I shall be very glad of the extra interest arising from the overdue interest in the railway, as I want to send Ella away to school.

Frederick Furlonger was a solicitor's clerk from Warminster who married Ellen, the daughter of *Charles Ratcliffe*, the manager of a Settle Cotton Mill. Like many others Frederick lost his money. Unlike many others, he was so desperate that in August 1850 he embezzled one pound and 12 shillings from his employer in Woodbridge, Suffolk [3]. He was caught out in the end and in the process a catalogue of other indiscretions was revealed.

During the trial it transpired that he had an alias 'Joseph Symonds' and had committed bigamy, already having a wife Sophia Brown (and a daughter), 'a very foolish thing to do'. The report also implied that Frederick had falsely claimed 'through the medium of a forged certificate' that he had worked as a clerk for the Settle solicitor *John Cowburn*. This is John Cowburn, the father of our registrar, who had also lost money on the railways.

Frederick was found guilty. He was sentenced to 12 months imprisonment with hard labour, narrowly avoiding transportation. As if all this wasn't enough, Frederick was then declared bankrupt in 1868. Frederick died in 1879, still working as a solicitor's clerk in Wiltshire. Ellen died at Lambeth workhouse three years later. Incredibly their two sons did very well out of life, one becoming a solicitor and auditor in Australia.

SINGULAR CASE OF EMBEZZLEMENT.—*Joseph Symonds* alias *Frederick Furlonger*, 31, a respectably dressed man, who took notes during the trial, was charged with having embezzled various sums of money the property of his employer, Mr. John Wood, of Woodbridge.—Mr. Power appeared for the prosecu-

Mr. Coburn then stepped into the witness-box. He said, I am a solicitor, at Settle, in Yorkshire. The prisoner married the daughter of a client of mine; during the railway mania he got into difficulties; his real name is Furlonger; he never was a clerk of mine.

You have been foolish enough to marry two wives—a very foolish thing to do—at the same time, what was still more foolish, you have been engaged in railway speculations, and lost a good deal of money. Under these circumstances, one ought not to bear too heavily upon a person who has tried to get back into a respectable situation, under such circumstances. Excepting in the matter before me, I do not attribute to you the idea that you came, through the medium of a forged certificate of character, for the purpose of cheating Mr. Wood. But the temptation seems to have come upon you whilst you were there, perhaps from distress owing to railway speculations. As I hope you are not wholly irremediable, the sentence is, that you be imprisoned and kept to hard labour for twelve calendar months. If I thought you had done this deliberately, I should certainly sentence you to transportation. But I do not. The prisoner burst into tears, and cried bitterly as he was removed.



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The railway line cut through several large properties in Settle including Ingfield, Ashfield, Marshfield, Whitefriars and Barrel Sykes. Obviously, the owners were well recompensed and had probably invested in the railway anyway. **John Jackson**, a solicitor working for **Henry Robinson's** business had lived at Bond End and decided to move house as the railway was really very close!



...Jr...

Entrepreneurs

Abraham Smith, a lucky man

The building of the railway was a tradesman's dream. Settle blacksmiths, stonemasons and joiners were suddenly in the right place at the right time. Coal was in demand as never before and the railways made it easy to obtain supplies [LSA]. **Abraham Smith** found a way into this lucrative market by marrying a clever businesswoman, **Sarah Ann Tatham**.

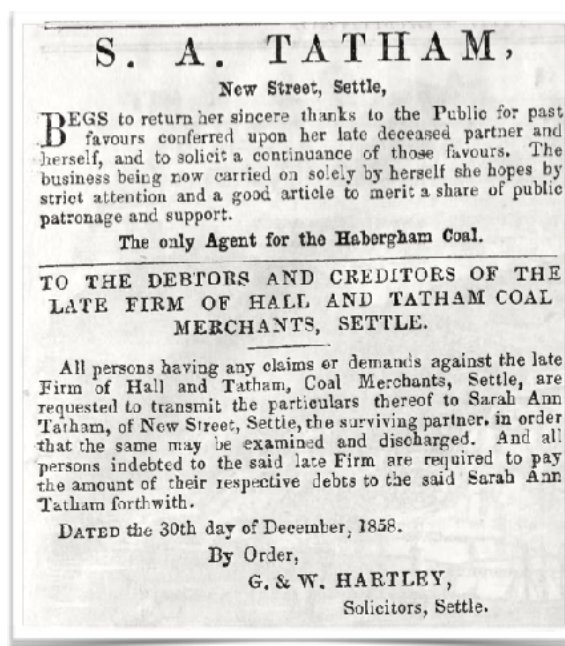


Sarah Ann Tatham, born in 1827, was the daughter of a coal merchant **Elisha Tatham**. Elisha died when Sarah was five, and her mother married another coal merchant, **Thomas Hall** from Hellifield.

Perhaps Thomas Hall had been in partnership with Elisha Tatham? After Elisha's death Thomas worked in partnership with his daughter-in-law Sarah Ann. She ran a branch of the business in New Street, Settle [SC]. Thomas died in 1858 and so, undeterred, Sarah Ann continued the business with the help of half-sister **Mary Hall**. It was exceptionally unusual for unmarried women to run a business, especially such a physical one.

Abraham Smith was a cattle dealer and butcher from Bradford. By 1868 he had met and married successful Sarah Ann. Abraham was 28, Sarah Ann was 41. Marriages to older women, especially 13 years older, were poorly regarded by society but Abraham knew a good woman when he saw her! Abraham joined Sarah Ann to run the business. Sarah Ann died four years later in October 1872. Abraham married another Bradford coal merchant's daughter, **Ann Wilkinson**.

Six years later Abraham suddenly died, just after the birth of their third daughter, Amy [2]. He was '*well known and generally respected*' which doesn't sound as good as it could. However, his estate was worth well over a million pounds in today's value, some of which he should definitely thank Sarah Ann Tatham for.



SETTLE.
SUDDEN DEATH.—On Monday morning last Mr. Abraham Smith, coal merchant, New Road, Settle, died suddenly at his residence. Deceased was well known and generally respected.

The railway also provided opportunities for other types of entrepreneur . . .

Brothers *Robert* and *Worrell Kellam* found creative ways of making money on the railway. In 1878, Worrell Kellam, a joiner and foreman was taken to court for fraud – he was taking on labouring jobs and using his team of men to do them whilst fiddling their time sheets so that their wages were paid by the railway [4]. The newspaper reports suggest this had happened before.

Meanwhile a man called *John Cook* worked as a carpenter on the railway. Whilst working one day in 1877, he noticed *Robert Kellam* taking a piece of mahogany from the railway stores and making a puzzle money box with it [5].

John's foreman in 1877 was none other than Worrell Kellam, Robert's brother. Worrell dismissed John from work and so a little later John decided to tell the railway management about Robert taking the mahogany. The jury took the opinion that John was bitter about losing his job and that there was no proof of theft. They found Robert '*not guilty, but with a doubt*'. The chairman said that Robert had '*escaped justice by the skin of his teeth*'.

John Cook was the man who registered the death of navy James Burkinsher. John had a son, also called John. In 1886, 13 year old son John, a church choirboy, died from drowning in the Ribble and is buried just in front of the church gate. Robert and Worrell's poor mother Grace is buried in the graveyard.



Accidents will happen, loads of them, to all classes

Newspaper reports provide information about hundreds of accidents on the railways and several were fatal. Here are a few linked to our graveyard.

Ambrose Preston's mother had brought the family to Settle from Hellifield after her husband John died. The family was poor and the sons scraped a living together with the men working as labourers. Ambrose and his brothers were often caught poaching. The railways provided an employment opportunity for Ambrose. This paid a

THE MIDLAND RAILWAY FRAUDS.

At the Leeds Assizes, on Saturday, before Mr. Justice Hawkins, Worrell Kellam (40), joiner, and Frederick Dark Jones (23), timekeeper, were again indicted for having unlawfully conspired together to obtain, by false pretences, from Joseph Smith, the master of Settle New Station, and the Midland Railway Company £3., and divers other sums of money, on divers other dates, the property of the Midland Railway Company, at Settle, in September last. It will be remembered that some time ago the Midland Company were found to have been systematically swindled to a considerable extent by their gangers, and others employed in making the Settle and Carlisle line. Westerman and Herrick, two foremen, were tried and convicted at the Manchester Assizes, the former being sentenced to twelve and the latter to six months' imprisonment. Kellam and Jones were tried early in the present Assizes, and were discharged. On Saturday, Mr. Fenwick, for Kellam, with-

THE ALLEGED FRAUDS ON THE MIDLAND RAILWAY.

At the West Riding Sessions at Wakefield, on Wednesday, a young man named Robert Kellam, a joiner in the employ of the Midland Railway Co., and brother to Worrell Kellam, who was recently committed for trial for conspiring to defraud the Midland Railway Co., was charged with having stolen six feet of mahogany, value 5s., the property of the company.—Mr. Barker prosecuted, and Mr. Lockwood defended.—It appeared from the evidence for the prosecution that the prisoner had been in the company's employ for three or four years in the capacity of carpenter and joiner. About a year ago a fellow-workman named John Cook saw the prisoner cut the wood from a mahogany board in the workshop at Settle. Of the wood he made a knife-box, and he also made out of some pieces of mahogany picked off the floor of the shop a puzzle money-box, resembling outwardly a closed book. These things were made at the shop. Cook

learned counsel.—After a short consultation, the jury found that the prisoner was "Not guilty, with a doubt."—The Chairman, in discharging the prisoner, pointed out to him that he had escaped by the skin of his teeth. .

relatively good salary, but at a price – it was dangerous work. By the sounds of it, in 1867, Ambrose had a very lucky escape suffering a compound fracture of the skull in Leeds [6]. ‘*The unfortunate man, of whose recovery but faint hopes are entertained, belongs to Settle*’. Amazingly he lived for almost 20 more years.

After Ambrose’s accident his family settled in Settle, living in the railway cottages on Cammock Lane and he continued to work on the railways as a platelayer. Ambrose died in 1886, aged 55.

Phineas Butler and his sister Mary Ann Butler were the illegitimate children of Sarah Butler of Gargrave. She gave them up to a couple in Giggleswick who brought up a houseful of orphaned children. Apart from a couple of arrests for poaching Phineas managed to survive and found himself a job on the railway. In 1885, aged 28, Phineas married Matilda Frost but less than a year later, in the snow, Phineas was involved in a fatal accident. The report [6]

FATAL ACCIDENT NEAR SETTLE.
Yesterday morning Phineas Butler, aged 28 years, was clearing the snow from the points of the up main line at Hellifield Junction, when he was knocked down and killed. The Settle and Carlisle line was cleared on Monday evening, and yesterday the traffic was resumed, the passenger trains, however, running late. Towards evening the wind rose, and a second block appears to have occurred between Hawes Junction and Dent. The slow train due at Settle at 6.53 last night had not left Hawes Junction at ten o'clock. The passenger traffic is completely demoralised. More snow fell during the day.


seems more concerned about the inconvenience to the passenger traffic than about Phineas’ death. Within a couple of months Phineas’ widow had left for New York with a tailor called Robert West.

Phineas is buried in an unmarked grave *Old AX55* with his sister Mary Ann and her husband William Heelis.

John Goddard Barker was a professional musician who had moved to Settle from Ashby-de-la-Zouch to work as the organist at Settle Church. John remained a bachelor and rented a room in Pen-y-Gent View from *Eliza Poole*.

J. Goddard Barker
A. R. C. O.

Organist and
Choirmaster
at Settle
Parish Church
since
May, 1903.



Teacher of
Pianoforte,
Organ,
Singing,
and Theory
of Music.

A record of more than 50 pupils successful at
Local Examinations (Practical & Theoretical) in grades
ranging from Preliminary to Senior.

John had recently retired when he was hit by a passing train in the night and died, aged 66 [6]. He has a fine gravestone with a good view of the railway, *Old A35*.



COMPOSER KILLED.
The body of Mr. John Goddard Barker, a North-country music teacher and composer, was found on the L M S Railway line at Settle, on Saturday.
Mr. Barker, who was 66 years of age, had apparently been caught by a passing train during the night.

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This account has been compiled as part of the Settle Graveyard Project which has recorded gravestone inscriptions, updated church records and researched the lives of those buried. Life stories can be found on dalescommunityarchives.org.uk, 'settle graveyard project'. The 'Old Settle' family tree on ancestry.co.uk includes the families buried in the graveyard. The project is ongoing and welcomes queries and information on settleresearch@gmail.com. Latest news and events are on the Facebook page 'Settle Graveyard Project'.

The life stories of people with italicised names have been researched as part of the graveyard project.

Newspaper cuttings with the kind permission of the British Newspaper Archives: 1 – Blackburn Standard, 2 – Lancaster Gazette, 3 – Essex Herald, 4 – Manchester Evening News, 5 – Lancaster Guardian, 6 – Leeds Mercury

LSA - Lambert's Settle Almanac, SC – Settle Chronicle with the kind permission of the North Craven Buildings Preservation Trust

[A] – letters credited to the descendants of the Hargrave family via ancestry.co.uk, username [gspiers1950](#).

CH - with the kind permission of the Craven Herald and Pioneer