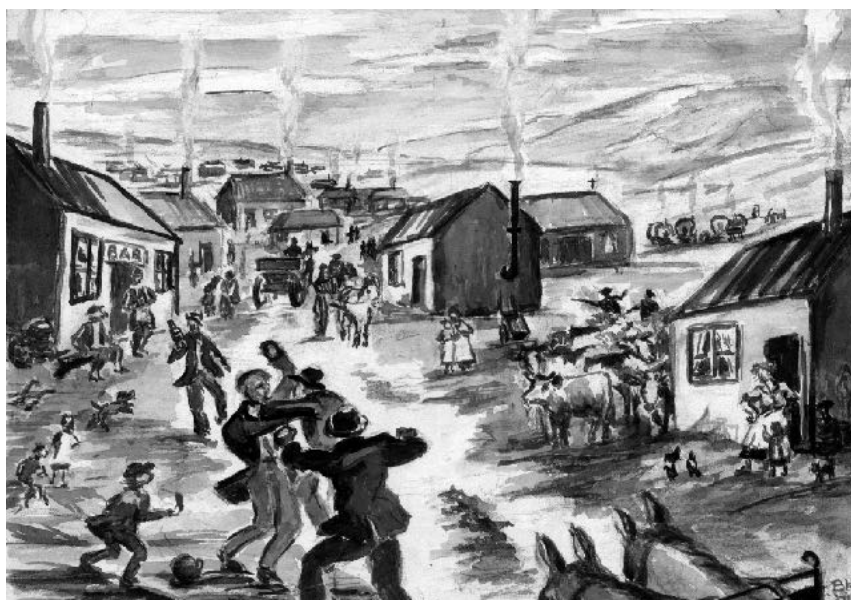


## Ribblehead Tales . . . . The Innkeepers

During the building of the Settle to Carlisle Railway the Ribblehead site housed hundreds of workers and their families at any one time. The workers needed plenty of refreshment after a hard day's work. Inkerman was a collection of buildings nearest the Station at Batty Wife Hole and contained three drinking establishments: *The Welcome Home Inn*, *The Viaduct Inn* and *The Railway Inn*. The reputation of 'drunken, fighting, gambling navvies' was well deserved [6] and the innkeepers would have taken a good proportion of the salary of some navvies [H]. The Welcome Home Inn and Railway Inn were positioned conveniently close to the men's pay office with the Viaduct Tavern quarter of a mile away. Unofficial trading, gambling, petty crime and assault were regular features at the inns. The buildings had some of the largest rooms on site and so hosted all sorts of meetings. The inns were also the penultimate resting place for the dead until delivery to the graveyard in **Robert Holland's** cart and, in the case of 'unnatural deaths', the associated coroners' inquests. In those days the body had to be present at the inquest to be viewed by the coroner and the jury — with some of those injuries it must have been a horrific sight.

Sports and drink are favourite things with navvies. It matters not what important things are going on, if there be sports within a few miles of the line, locomotives, tunnels, bridges, brickworks, &c., will all be deserted for the navvies' paradise. Wrestling, running, leaping, &c., must all be seasoned with a plentiful supply of drink. A dog fight or a man fight, which is sure to attend a drunken spree, is a favourite amusement. Men often fight with a desperation almost incredible, and woe to the man who dares to quell the affray. If report is not false policemen often consider it prudent to keep out of harm's way. Round after round is fought, while backers and lookers-on clap hands, cheer, and curse and shout until the battle ground becomes a hell for fierceness and passion. When the combatants have beaten and bruised one another until they are almost too weak to stand, the seconds will take them on their knees until their faces are sponged with water and drink is given to revive them. After a brief respite the battle is resumed, and the combatants, if they are what are termed men of pluck, will beat one another until they become too weak to stand, when the contest for victory will be adjourned for another heat. To the credit of the navvies good feeling returns when the fighting is ended.



### James Mathers at the Welcome Home Inn

**James Mathers**, a 25 year old Bolton lad, married 21 year old **Mary Gilloe**, from Morecambe, in 1852. Mary and her three sisters had a tough start to life spending some of their childhood in Caton workhouse after their mother, **Agnes (Corless) Gilloe** died in 1839. Two brothers had

already died in infancy. Their father **John Gilloe** went back to live with his own father and brothers.

James worked as a 'railway engineer' and went where the work took him. Their eight children were born in Morecambe, Cumberland, Bettws-Y-Coed in North Wales, Pembrokeshire and Carmarthenshire and then Cardiff before the family arrived at Ribbleshead. At the time of the 1871 census the family, James, aged 44, Mary and six children, ran the Welcome Home Inn at 73 Batty Wife Hole with two boarders and, unusually, a servant. Next door lived **Jonas Beck**, a draper — see *Informants*.

*'The Welcome Home Inn was a hovel of two bare, cave-like taprooms with a separate building at the back where the landlady shut herself away in time of trouble to let the navvies fight themselves quiet. But in spite of all that, the place boomed as the entrepôt depot for the wilder parts of the line. The victualling contract was held by a Batty Wife man who sent his carts daily into the hills. His beef came from Settle on the hoof and was slaughtered, bellowing, on Batty Green.'* [6]

The Welcome Home, one of the two pubs, was a hovel of two bare, cave-like taprooms with a separate building at the back where the landlady shut herself away in times of trouble to let the navvies fight themselves quiet.

But in spite of all that, the place boomed as the entrepôt depot for the wilder parts of the line in the mountains. The victualling contract was held by a Batty Wife man who sent his carts daily into the hills. His beef came from Settle on the hoof and was slaughtered, bellowing, on Batty Green. He also ran a tommy truck on the works' railway, crammed to the eaves with halves of bullocks. Hereabouts navvies ate beef. Mutton was second best, bacon, a filler. Men ate eighteen pounds of beef a week.

In August 1871 **George and Joseph Laydall, Thomas Rogers, William Lesson and George Davis**, who were all brickmakers of Sebastopol, working for the **Rixon family**, were charged with '*wilfully and maliciously doing damage to the Welcome Home Inn. The work of mischief was done on Saturday night the 5th about half past 11 o'clock. It appeared that the prisoners' propensity for smashing glass had been aroused by strong potentions of alcohol. In their madness they broke eight squares of glass, two window frames, six glasses*'[1].

Laydall, brickmakers, and all of Sebastopol, were charged with wilfully and maliciously doing damage to the property of James Mathers of Batty Green, inn-keeper. The work of mischief was done on the Saturday night the 5th inst., about half past 11 o'clock. It appeared that the prisoners' propensity for smashing glass had been aroused by strong potentions of alcohol. In their madness they broke eight squares of glass, two

Windowpanes were an expensive luxury in those days. Between them the men had to pay fines of £13 and 10 shillings. Following this altercation **Superintendent Exton** intervened at the next annual licensing meeting insisting that James' licence should be removed because of the '*disorderly character*' of the inn. James appealed and, with the help of solicitor **Henry Duncan Robinson** of Settle, convinced them this was a one off and everything that could have been done to prevent that incident was done[1]. '*Mr Robinson was so confident of this that he left it to Superintendent Exton to say whether or not the licence should be renewed*', which he did. Quite a clever strategy!

So confident was he of this that after urging other reasons in his client's favour, he said he was willing to leave it to Mr. Exton to say whether or not he now considered the license should be renewed; and on the latter being appealed to and answering in the affirmative the Bench granted the application.—Richard

Windowpanes were an expensive luxury in those days. Between them the men had to pay fines of £13 and 10 shillings. Following this altercation **Superintendent Exton** intervened at the next annual licensing meeting insisting that James' licence should be removed because of the '*disorderly character*' of the inn. James appealed and, with the help of solicitor **Henry Duncan Robinson** of Settle, convinced them this was a one off and everything that could have been done to prevent that incident was done[1]. '*Mr Robinson was so confident of this that he left it to Superintendent Exton to say whether or not the licence should be renewed*', which he did. Quite a clever strategy!

A couple of months later on 13 Nov 1871 the Mathers hosted the inquest into the death of 35 year old **John Ashton** of Inkerman, so, as a neighbour, the Mathers would have known him well. The verdict was that he was '*Accidentally killed by a railway wagon wheel crushing him.*'

Back with the family, on 14 May 1871 youngest daughter **Elizabeth Ann Mathers** was baptised with James' occupation described as a 'carpenter' which they may have felt sounded better than innkeeper. However, the spring of 1872 was awful. James and Mary's daughter **Martha Mathers** died on 12 March 1872 aged three and little Elizabeth Ann died on 22 March 1872 aged about one year old. A month later, on 27 April 1872, James and Mary's eldest son **Samuel Mathers** was present at the death of railway miner **James McVay** who had been working at Bleamoor Tunnel. He died of hepatitis, aged just 25.

Just two days after the death of James McVay, James Mathers (reported in some papers as Mathews!) was killed in a '*an accident of frightful character*'<sup>[1,3]</sup>. He had been doing business in Ingleton and was preparing to come home. He was giving a lift to a woman who was already sitting in the 'conveyance'. James was feeding his horse when it suddenly started off. James clung to it but let go after about 30 yards and the conveyance ran over him, '*the wheel running over his neck and causing instant death*'. This was a disturbingly common cause of death. The horse



**FATAL ACCIDENT.**—An accident of a frightful character occurred here on Monday evening. It appears that James Mather, of Batty Green, after transacting business in Ingleton was making preparations for returning home. A woman who was with him was

**FATAL ACCIDENT AT INGLETON.**— On Monday last a fatal accident occurred to James Matthews, innkeeper, of Batty Green. It appears that the deceased stopped at the Wheat Sheaf Inn to bait his horse, and for that purpose he took the head collar off whilst it drank the meal and water. The horse took fright and started off, and the deceased in trying to stop it was knocked down, the wheel running over his neck and causing instant death. The body was taken to the

carried on and threw the woman out — she was severely shaken but otherwise unhurt. James was 45. His family and/or friends erected a gravestone for him, perhaps in the same plot as his two infant daughters in a quiet spot by the wall of the recently extended graveyard.

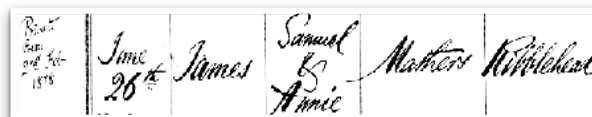


*In affectionate memory of James Mathers who died 29 April 1872, aged 45 years. When I was in the prime of life, It was through a fall I lost my life, No man in this world need boast of his might, he is alive in the morning and dead at night.*

Mary and the remaining five children stayed at Ribblehead running the Inn. A couple of months later, in June 1872, two navvies, **Benjamin Higgins** and **James Jackson** stole some money from **James Myers** who had been staying at the Welcome Home Inn. Mary Mathers had given James Myers four pence and some beer in exchange for '*certain wearing apparel*'. The mind boggles. A policeman, possibly **Archie Cameron** who lived close by, arrested the navvies and they were later sentenced to three months hard labour in prison. The report also mentioned '*the licence of the Welcome Home Inn, Batty Green, was transferred from her late husband to Mrs Mathers.*'<sup>[1]</sup> In January 1874 Mary was successful in applying for an extension of drinking hours on the occasion of a mason's ball <sup>[1]</sup>. By January 1875, the Welcome Home Inn had been taken over by **Mr Steadman** but, in September 1875, was transferred back to James and Mary's eldest

He informed the landlady, and a policeman was sent for, who, on searching the prisoners, found the money and articles belonging to the complainant. The prisoners pleaded guilty, and were sentenced to three months' hard labour.—The license of the Welcome Home Inn, Batty Green, was transferred from her late husband to Mrs. Mathers.

son, **Samuel Mathers**. Samuel Mathers had not been with the family at the time of the 1871 census but was at Ribblehead by the spring of 1872. On 5 August 1874 he married **Annie Holland**, daughter of **Robert Holland** who ran the Tommy Shop. Appropriately Samuel was present at the death of Annie's father who died on 29 January 1875, aged 51, of typhoid and ulcerated bowels. Very soon after Samuel and Annie's wedding, a daughter **Mary Elizabeth Mathers** was born. Unfortunately, she died just days after Robert Holland and was buried on 7 February 1875, aged 14 months. Samuel and Annie had two more children while they were still at Ribblehead and son **James Mathers** had a baptism on 26 June 1878, almost the last navy baptism at Ribblehead. James had been born on 2 February. It was a private baptism, taking place on a Wednesday, rather than the customary Sunday, so they must have been worried for his chances of survival. The good news is that little James survived.



Meanwhile two other men were awarded licences to sell spirits at Ribblehead on 27 August 1870[4].

Applications for spirit licenses were made by the following persons and granted. John Clark Garlick and George Jackson, Batty Wife Hole, Ingleton Fells.

## George Jackson at the Railway Inn

**George Jackson** was the innkeeper of the Railway Inn/Tavern at 71 Batty Wife Hole, Inkerman. As early as 1870 George was charged with permitting unlawful gaming at the Traveler's Rest Inn. At the hearing **John Sedgewick**, the porter at the station, said '*raffles had been going on at Batty Green ever since the railway works began*' [6]. At the time of the 1871 census George, aged 22, was running it with his dad, **William Jackson** and a couple of servants. The family were from Cautley, north of Sedbergh. William had been a blacksmith but took over the Boot and Shoe Inn in Scotforth, Lancaster. They obviously decided to try their luck at Ribblehead with the thirsty navvies. While William and George were at Ribblehead, mum **Margaret (Park) Jackson** ran the inn back home.

John Sedgewick, a porter at the railway station, said at the Ingleton Courthouse that "raffles had been going on at Batty Green ever since the railway works began."

On 10 March 1873, at St Leonard's Church, George married **Louisa Elizabeth Tebbutt** from Staffordshire who had been living at 61 Batty Wife Hole with her mother, **Sarah (Cooksey) Tebbutt** working as '*seamstresses/dressmakers*' with some boarders. It is well known that, in those days, '*Seamstresses/dressmakers*' covered a multitude of sins. After arriving as a family, Louisa's parents separated. Louisa's father **George Tebbutt** was a railway worker who spent the rest of his days in Birmingham, sadly ending up in the workhouse. Mum Sarah lived with George and Louisa until she died. Despite this George and Louisa started their family having the first three of eight children at Ribblehead, the last being born in January 1878 — the family were there for the duration. Sons **James Park Jackson** and **Joseph Cooksey Jackson** had private baptisms at Ribblehead. However, all three children born in Ribblehead were also baptised back in Scotforth, as if the Ribblehead baptisms didn't really count!

## John Clark Garlick at the Viaduct Tavern/Inn

**John Clark Garlick** came from Arkholme, a small village south of Kirkby Lonsdale, the son of a wheelwright. In 1863, aged 26 he married **Hannah Bowker** from a village nearby. They didn't have

children which may have made running the Viaduct Inn, at 74 Batty Wife Hole, a little easier. He ran part of it as a grocer's shop too. John's younger brother **George Wade Garlick** helped out.

On 22 December 1871 John hosted a ball at the Viaduct Tavern [1]. It passed off with 'the utmost goodwill' and 'there is a manifest improvement in the manner in which this assembly was conducted, and the old Christmas romps will never lose their prestige so long as the spirit of true sociability pervades the gatherings at Mr Garlick's.' It would be interesting to know how long that lasted!

Moore, of Ingleton, officiated as violinist. There was a large and respectable attendance, and all passed off as Christmas festivities should do, with the utmost good will, without falling into the stated stride of the "light fantastic toe," &c., and it is quite in place to say, that there is a manifest improvement in the manner in which this assembly was conducted, and the old Christmas romps will never lose their prestige so long as the spirit of true sociability pervades the gatherings at Mr. Garlick's.

The Viaduct Tavern was the place that 'a woman unknown' died in January 1871. It was also the venue for the first two inquests into accidental deaths in 1870, for six year old **Annie Powell** and navy **John Lee** but after that different venues were chosen, for some reason. On 22 June 1872 a navy, **Thomas Jones**, usually known as '**Welch Knobby**' was taken to court for stealing 15 or more articles from John's shop window, including an oil lamp, scarves, laces and a box of scented soap. Thomas sold the lamp to Dora Goddard (*graveyard extension*) for 1 shilling, saying that he was selling it on behalf of someone who had left the site. **PC Archie Cameron** was on the case! Thomas had only been at Ribblesdale for a few days.

Inevitably the days of the Ribblesdale Inns became numbered as the railway drew closer to completion. In September 1874 a report said 'Many of the huts have been removed and consequently many of the working people have left, but still much remains to be done on the new line before its completion. It is said there are still 2000 inhabitants. It speaks well for the railway population that they require only one policeman PC Walker to look after them.' [6]

THE CHANGES AT BATTY GREEN.—Many of the huts on the moor have been removed, and consequently many of the working people have left, but still as much remains to be done on the new line before its final completion, there are still many inhabitants between Thornton-in-Ribblesdale and Dent Head. It is said that there are still, including the country people amongst the railway population, 2,000 inhabitants. It speaks well for the railway population that they only require one policeman, P.C. Walker.

In October 1875 things came to a head when Samuel Mathers, George Jackson and John Clark Garlick all applied to have their licenses renewed. A report said there were now 62 inhabited huts with a workforce of 500 men [6]. 13 families from Jericho huts (near the tunnel) had been removed to Batty Green. **Mr Tilly**, who represented the innkeepers said that none of them had been convicted and there had not been any complaints about them (not strictly true!). **Mr Horn**, who opposed the renewal, said it was undesirable to keep them open as they would have to keep paying for a police officer on the site. Our informant **Jonas Beck**, who lived next door to the Welcome Home Inn, said he had been on site for five years and thought it was desirable there should be three licensed houses at Batty Green. **William Burgoyne** of Burgoyne and Cocks retailers supported the renewal. Some suggested drinking would be better regulated in licensed drinking houses whereas other said there would be less drinking if there were no inns.

granted.—Applications were made by John Clark Garlick, George Jackson, and Samuel Mathers, all of Batty Green. Mr. W. Tilly, who supported the applications, said that there were sixty-two inhabited huts at Batty Green, and that there were twenty-eight pay-sheets, averaging from eighteen to twenty men each, making a total of 500 workmen. Jericho had gone down, and with it one or two licensed houses had been abolished. There were still considerable works unfinished, and many of the workmen had been removed from Jericho and other places on the moor to Batty Green. One of his clients, Mr. Jackson,

The hearing also revealed that George Jackson, who also owned the brewery at the Railway Inn had five rooms besides bedrooms and alcohol, hops and malt in store worth £250. Samuel Mathers at The Welcome Home Inn said he also had five rooms besides bedrooms and stock worth £250. John Clark Garlick said the Viaduct Tavern had six rooms plus three bedrooms. In the end, the newspapers reported, the licences for the Railway Inn and the Viaduct Tavern were renewed but not the licence for the Welcome Home Inn. Oh dear, that was the end of five years' employment for the Mathers family. However, the newspapers may have got that wrong as Mr Garlick may also have lost his licence . . .

£250. George Jackson's and John Clark Garlick's licenses were renewed for one year. Samuel Mathers's was withdrawn.—Joseph Burton, of the Junction Inn, Garsdale.

Just months later, on 7 January 1876 George Jackson and John Clark Garlick were taken to court by each other attracting a 'large attendance of spectators in the Court House' and providing a headline of 'The Landlords' Quarrel' [6]. Mr Jackson said that on 29 December they had been returning from Ingleton together on friendly terms, in their respective horse and traps. They decided to call in at the Old Hill Inn because it had a band playing at the time. George Jackson and John Garlick discussed that at the last Brewster Sessions only Mr Jackson had his licence renewed. However, Mr Garlick continued to sell alcohol illegally and accused Mr Jackson of sending round the excise men. In the spirit of their navy punters, as they walked home, after a few drinks, the argument became physical and Garlick gave Jackson a violent blow on his left eye and pushed him into a dyke. Mr Garlick said that he had acted in defence after being provoked. 'Another point in favour of Mr Garlick was his smallness of stature compared to that of Jackson's. It was not likely that so little a man as Mr Garlick would dare to assault so big a man as Mr Jackson.' The magistrate decided they had both had too much to drink but fined Mr Garlick £2 plus costs of £4 and warned Mr Jackson his poor behaviour would be considered when he next applied for his licence renewal.

THE LANDLORDS' QUARREL.  
The two cases of assault in which Mr. George Jackson and Mr. John D. Garlick figured alternately as complainants and defendants, excited the most public interest. Mr. Tilly, of Lancaster, was advocate for Mr. Jackson, and Mr. George Robinson, of Settle, for Mr. Garlick.



So what happened to our innkeepers after the railway was built?

After this altercation John Garlick took over the Sea View Hotel [ph1] at Sandside in Ulverston (and hosted numerous inquests into the deaths of people who drowned in the sea). Hannah died in 1885 and in 1888 John married a widow **Jane (Spital) Brooks** who arrived with her daughter **Mary Jane**. After Jane died in 1911, step-daughter Mary Jane took John to court, insisting she should have ownership (or monetary value) of a piano which had belonged to her mother. The hearing seemed to be quite light hearted in a Victorian sense of humour sort of way and, in the end, John was awarded custody of the piano, even though he was not a musician. John died in 1923, aged 86.



other half. It was arranged some years later that the piano should belong to whoever was the survivor.—His Honour: What did she bring to your house in the way of furniture?—She brought a daughter, and this piano. (Laughter.)—I suppose you gave the piano as a wedding present?—Nothing of the sort. I did not give her any wedding presents. (Laughter.) He added that, although neither himself nor Mrs. Garlick were musicians, there were two other pianos in the hotel, his Honour remarking that there seemed enough for a full band of music.—By his Honour: The

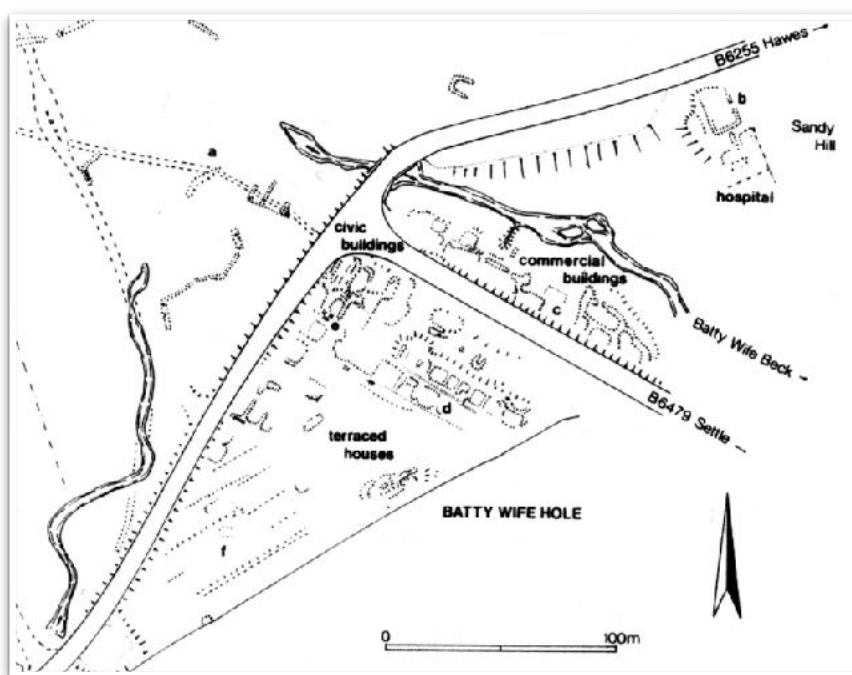
## Settle Graveyard Project

After the railway was completed George and Louisa Jackson went back to Lancaster and spent the rest of their lives with George working as a *'master brewer and wine merchant'*.

As we know, Samuel Mathers and family stayed at Ribbleshead until 1878. On 4 October 1876 Samuel was the man arrested in the *'disorderly proceedings at Morecambe Railway Station'*[1] for assaulting **George Kerry**, the Morecambe railway guard *'whilst in the execution of his duty as an officer of the Midland Railway.'* As the railway was nearing completion, some 1200 navvies took a celebratory excursion train from Batty Green to Morecambe. They were due to catch the 6.20pm train home. Navvies being navvies, *'so violent, so disorderly was the conduct of the persons on the platform that it was impossible to get the train off on time.'* Matthews used *'most beastly language'* and assaulted George Kerry the railway guard. The police were sent for. Samuel pleaded guilty. Samuel was fined £5 but the papers bemoaned the fact that it would have little effect on him as he was found with £8 14s 9d and a gold watch on his person when taken into custody.

When they left Ribbleshead, Samuel and Annie took younger brother **James Mathers** with them to Lincolnshire and then West Yorkshire and Northumberland, Samuel always working on the railways. Widow Mary Mathers moved to Great Harwood, Blackburn and lived with a married daughter until she died in 1878, aged just 47. The youngest three daughters were brought up by their aunt, Mary's sister, **Isabella (Gilloe) Cooper**.

about 1200 men came by an excursion from Batty Green to Morecambe, at which place prisoner had been employed on the railway. About six o'clock in the evening they began to assemble at the station for the purpose of returning home, and commenced fighting among themselves and making rows which at one time very nearly approached a riot. The station master was obliged to lock the doors of the booking office and of all the waiting rooms, and to get all the assistance he could to quell the disturbance. Subsequently the police were sent for, and defendant was given into custody. People like defendant were in receipt of high wages, and a small penalty would have little effect on him: the sum of £8 14s. 9d. in money, together with a gold watch and guard, being found on him when he was given into custody.



## Settle Graveyard Project



*This account has been compiled by Sarah Lister as part of the Settle Graveyard Project which has recorded gravestone inscriptions, updated church records and researched the lives of those buried. It has been written in good faith with no offence intended. If I have inadvertently included errors or breached any copyright I apologise and would welcome corrections.*

*The life stories of people with italicised names have been researched as part of the graveyard project and can be found on [dalescommunityarchives.org.uk/settle graveyard project](http://dalescommunityarchives.org.uk/settle-graveyard-project). The 'Old Settle' family tree on [Ancestry.co.uk](http://Ancestry.co.uk) includes the families buried in the graveyard. The project is ongoing and welcomes queries and information on [settleresearch@gmail.com](mailto:settleresearch@gmail.com). Latest news and events are on the Facebook page 'Settle Graveyard Project'.*

*H — Painting by Betty Harrington, with the kind permission of the Museum of North Craven Life and thanks to Nigel Mussett and Peter Thomson who is related. Sketch thanks to Teresa Gordon*

*Newspaper cuttings with the kind permission of the British Newspaper Archives: 1 — Lancaster Gazette, 2 — Preston Chronicle, 3 — Westmorland Gazette, 4 — Kendal Mercury, 5 — Soulby's Ulverston Advertiser, 6 — Lancaster Guardian*

*ph1 — credited to family descendants via [Ancestry.co.uk](http://Ancestry.co.uk), username Philip Brown*

*Navy Settlements diagram with thanks to Nigel Mussett, archivist for FoSCL. Sketch with thanks to Teresa Gordon*

*Other sources: *The Railway Years in Chapel-Le-Dale 1870 - 1877* and *The Chapel of the Fells* both by Gerald Tyler, *The New Railway To Scotland* by David Occomore, *Shanty Life on the Settle-Carlisle railway* and *How they built the Settle-Carlisle Railway* both by W R Mitchell, *The Railway Navvies of Settle: the end of the line* by Sarah Lister.*

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