

# Staveley & District History Society

## Journal Summer 2019

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The views expressed in articles in this Journal are those of the individual authors and not necessarily those of the Society.

*Cover photo: SDHS visit to Threlkeld mining and quarry museum*

The next issue of the *Journal* (No 47, the Winter 2019–20 issue) will be published in mid-December 2019. All contributions (letters, articles, etc.) are welcome at any time but should be with the Editor by early November.

## May Walk – Hall Lane wood

A party of ten enjoyed a delightful walk around Hall Lane wood on a pleasant early-summer's afternoon, thanks to the kind permission of the owners, Bill and Sheila Bibby, who joined the tour and plied us with tea and cake after our exertions. Once upon a time, this had been the site of a Fulling Mill, Staveley Hall and associated smaller buildings. Our nimble nonagenarian, Alan Lord, who led our walk, had studied the site extensively in 1992 and 2006, reporting on his findings in



Has anyone seen the Fulling Mill?

Occasional Papers 3 and 21. The evidence for the buildings here date from the 17<sup>th</sup> century. *Thomas Machell, writing in the 1690s wrote: "Staveley Hall in Over Staveley, a quarter of a mile North of the chapel (St Margaret's), has been called the manor house of Upper Staveley, which is now fallen..and Court Roll of King's part of the manor: "Widow Birket [Elizabeth - William died 1698] of Brunt Knott (paid) 15/4d for lands and 3/4d for a fulling mill."* A casual walker in the wood can now find little evidence for buildings of any description. We were told by the owners that Storm Desmond, December 2015, shares the blame along with the healthy undergrowth of a woodland floor from which sheep are excluded. Nonetheless, this was an afternoon well spent in good company.

*John Hiley*

## June Walk – Windermere Jetty



Originally brought together by George Pattinson, a private collector of steam launches who founded Windermere Steamboat Museum in 1977, the collection of boats at the newly opened Windermere Jetty now comprises about forty vessels that tell the story of boating on Windermere from 1780 to the present day. The museum is built on the site of the former sand and gravel wharf. Many of the boats were made by local boatbuilders, and so its story is also one of Lakeland life and local history. The collection includes some of Lakeland's finest examples of

boatbuilding, including *Esperance*, the boat that inspired Captain Flint's houseboat in Arthur Ransome's *Swallows and Amazons*, and Beatrix Potter's rowing boat.

It also includes the steam barge *Raven* built in 1871 for the Furness Railway to provide cargo services on Lake Windermere carrying mail, coal, timber, farm produce, and general cargo from the Lakeside terminus to the houses and hotels beside the lake. During winter she acted as an icebreaker for the Furness Railway passenger steamers. By the 1950s, *Raven* was abandoned and semi-derelict and, in 1956, was bought by George Pattinson, its engine and boiler being overhauled in 1971 for her 100th birthday. Your correspondent can remember her being moored between Belle Isle and Tommy Holme in the late 60s. Indeed, out on a late-evening jaunt in a rowing boat, he 'came across' *Raven*, a party in full swing below deck! She now sits on-shore outside the museum waiting her turn for refurbishment. Her hull is of riveted iron and currently looks more like a sieve. One might question the appropriateness of open air storage for such a historic vessel.

*SL Dolly*, one of the oldest mechanically powered boats in the world, is currently being refurbished. The following notes are gleaned from the National Historic



Register of boats. Built in 1850, she is thought to have been owned by Alfred Fildes who lived at Sawrey. She was transported to Ullswater in

1894, but soon after her arrival the country was gripped in the great frost of 1895. Moored offshore, *Dolly* was pinched by the ice and sank to a depth of about 40 feet, well below the capabilities of the salvage men of the day. The wreck was discovered by accident early in 1960, during a diving expedition. Exploratory dives revealed that even though she was buried in the mud from the stern to the cabin, a steamer of great importance had been discovered. The wreck had a raked clipper bow with a gold leaf line along the full length of the ship. The salvage operation was completed in November 1962, the boat being brought out of the lake at Glenridding Pier.

SDHS member Peter Noble takes up the story: "*I was an apprentice joiner at G H Pattinson's when Dolly, an Ullswater boat (although we didn't know her name for two years!) was brought over Kirkstone Pass overnight by Chris Miller's. She was put back in the water at White Cross Bay down the slip built to launch the Sunderland Flying Boats, tied to a launch and taken to Ferry Nab and put in a wet dock belonging to the Scotts of Matson Ground overnight. The following morning she had settled on the bottom and had to be pumped out and I was put aboard and set afloat with a brush, a shovel and a bucket to bail her out while she was being moved safely to a dry dock. The more water and silt I removed the more water came in. It took all day and I didn't get a drink or anything to eat in all that time. And I was*

*soaked through. It was 13th November 1962, my 16th birthday!”* After conservation, *Dolly* was steamed again in August 1965.

On the day we visited, the Jetty was not well patronised, our party of sixteen representing the bulk of the afternoon visitors.

*John Hiley*

## July Walk – Threlkeld Quarry and mining museum

An intrepid band of nine prospectors met in Abbey Square and valiantly battled their way over the fells to the fastness of Threlkeld; their quest, to explore the Threlkeld granite quarry and its attendant museum. Threlkeld quarry opened in 1870 to supply railway ballast for the Penrith to Keswick railway. During its working life it also provided stone for the construction of the Thirlmere reservoir but its



Men and lads, Threlkeld granite quarry 1890

primary product was ballast, roadstone, kerbing and for facing buildings. The pale grey micro-granite is most suited to these products as it does not polish well. In 1982 the quarry closed and is now the site of The Threlkeld Quarry and Mining Museum which is run by a group of staff and volunteers.



After donning miners' helmets we were led into the bowels of the earth to explore 'a typical Lakeland mine'. In truth this has been created on site as there never was any metal mining on this side of the valley. Above Threlkeld village, however, there once was a lead mine extending almost a mile under Blencathra. Our guided tour was most instructive, as well as dark, damp and constricted, and clearly demonstrated the evolution of Lakeland mining from the German miners of the Company of Mines Royal to the introduction of gunpowder and later of dynamite. As the mines developed, new technologies evolved for pumping and for

haulage. The human cost of mining was also made clear: poor conditions; child labour; lung disease, and the ever-present threat of roof falls. The mine is very convincing with narrow tunnels, low roofs and steep ladders. There are also opportunities to handle mineral samples and see the equipment in situ.



Returning to the surface we paid a brief visit to the museum which covers all aspects of Lakeland mining and quarrying. It is very informative and absorbing. The 2ft. gauge railway has been relaid in the extensive quarry terraces. The *Hunslet* locomotive, formerly used underground in coal mines, hauls train loads of visitors around the site. En route the traveller passes through a graveyard of vintage excavators and quarry machinery. These are regularly brought to life on open days for the delight of enthusiasts. We were thus able to appreciate the scale of the quarry workings. Construction of an extension to the railway is under way and plans are well advanced for a new Visitors Centre, museum and cafe.

Our visit completed, it was universally agreed it had been a ‘grand day out’. Not even the complexities of resurfacing the A591 at Thirlspot could dampen our feeling of satisfaction.

*David Telford Reed*

### **What's in a name?**

When Stan Simpson passed some original documents about the Coronation Benches to me, which I discussed in Journal 45, there were a handful of miscellaneous letters included as well. Three letters in particular from South Westmorland Rural District

Council (SWRDC) were particularly entertaining. They perhaps illustrate UK democracy that resembles an episode from *'The Men from the Ministry'*. I only possess the SWRDC letters but the recipient had helpfully annotated them for a response.

The first letter was written on the 8<sup>th</sup> March 1965. It was to the effect that the builders, Lippett & Wightman, had proposed a name for a new street they were constructing in Staveley. The site was known as *Hog House Close*. (Staveley residents are probably aware of this location). The Builders were proposing to call the new street *'Green Fields'*. Rather pompously SWRDC pointed out that they were responsible for the naming of new streets. They intended to bring the matter up with the Public Health Committee (*sic*) but magnanimously were allowing the recipient to make a comment. The recipient was the then Clerk to Hugill Parish Council, Tommy Moss of *'Ashdene'*, Grassgarth Lane. I don't have Tommy's reply but he had scribbled *'Hoghouse Close'* on the bottom of the letter.

Ten days later a second SWRDC letter arrived on Tommy's desk. It acknowledged Hugill Council's objection to *'Green Fields'* and their preference for *'Hoghouse Close'*. SWRDC had subsequently consulted the Post Office on the preferred name who had vigorously rejected this suggestion because of the likely confusion it would cause because of the extant 1, 2, & 3 *'Hog House Close Cottages'*. SWRDC also knew the builders would object and suggested Hugill Council tried again. The bottom of the letter had *'Gimmer Close'* carelessly scribbled on it, possibly in some desperation.

On the 23<sup>rd</sup> of March the final letter in my possession continued this debate. SWRDC thought that *'Gimmer Close'* was less acceptable than *'Hoghouse Close'*. They actually thought that both suggested names were objectionable and that the first occupiers of the dwellings would probably petition the Council to make an order changing the name. One short paragraph is interesting: *'Some of the old place names are good, but there are others which are bad, and I hope that we can avoid perpetuating the bad ones.'* There was then another plea for the original name of *'Green Fields'* or perhaps either *'Green Fields Close'* or *'Green Fields Drive'*. Tommy had written just one word at the bottom of the letter: *'Ravengarth'*.

The rest is history.

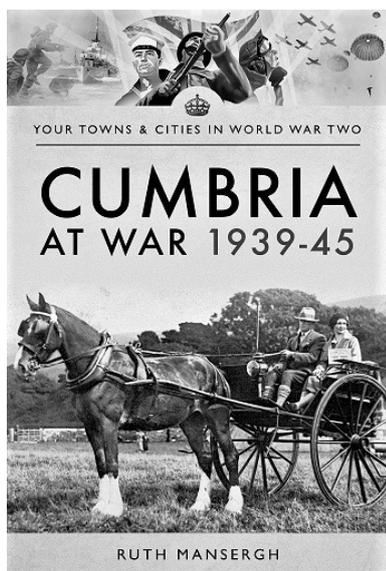
*Don Morris*

### **Cumbria at War 1939-45 by Ruth Mansergh**

*This new publication, (ISBN: 9781473877108, January 2019) includes the following obituary of Spencer Crookenden, a former resident of Reston Hall, Ings.*

Second Lieutenant Spencer Crookenden CBE MC DL (1919-2006) joined the Royal Engineers and, in April 1941, constructed landing strips and laid minefields in the Western Desert. In September 1941, he contracted a serious case of dysentery, and

was for some time on the War Office's 'Dangerously Ill' list. In 1942, he rejoined the fighting with the 50th Division on the southern section of the Alamein defensive line, where the German advance had been halted but fighting was still heavy. One of the Royal Engineers' dangerous tasks was to patrol the no man's land between the lines and report back on the position of enemy minefields. In 1943, while commanding a night-time attack across a minefield and over an anti-tank ditch near Mareth in southern Tunisia, he was awarded an MC and was promoted to major.



After the Battle of Mareth Line (16-31 March 1943), he was put in charge of the 42nd Field Company Royal Engineers, which helped expel the Axis troops from North Africa. He wrote to his brother Lieutenant General Sir Napier Crookenden (1915-2002) in May 1943: *'It is not every day that one sees the complete staff of 21 Panzer Division driving in without escort in its own cars to give itself up or of watching vast groups of Germans and Italians driving down the road asking the way to the nearest POW camp.'* Sir Napier survived the war as an airborne commander. Their brother Henry Crookenden joined the 2nd Battalion Queen's Westminster Rifles, later becoming the 12th Battalion King's Royal Rifle Corps. In a night attack in September 1944, Henry was badly wounded and, after much suffering, had both legs amputated.

After the war, Spencer Crookenden went to Cambridge to read History. In 1947, he joined K Shoes in Kendal, becoming chairman in 1975. He lived at Reston Hall, Ings, Staveley. He died on 5 December 2006 at Edenbridge, Kent, his final home (he moved there in 2004). A thanksgiving service for him was held at Holy Trinity Church, Kendal on Saturday, 17 March 2007.

## Desperately seeking Baddeley

Mountford John Byrde Baddeley is possibly only remembered these days for one thing, the Baddeley Clock located near the Windermere - Bowness parish boundary on Lake Road. It has stood there since 1907, just a year after he died in 2, Lake View Villas in Bowness. His mortal remains are to be found in the old part of the cemetery on The Glebe. On both the clock tower and his grave there are inscriptions that suggest he was somebody worth remembering. On the front of the tower the following may be read: *'To preserve the memory of Mountford John Byrde Baddeley (The Thorough Guide) erected by public subscription from friends and admirers in all parts of the British Isles'*. His gravestone has the following epitaph: *These*



stones from the summit of Scafell Pike mark the resting place of Mountford John Byrde Baddeley, born 1843, died 1906'. On the day of his funeral the majority of the Bowness shops closed whilst his funeral was taking place.

So who was he, and what had he accomplished to make him so revered? He was born near Uttoxeter in Staffordshire, attended King Edward VI School in Birmingham, and in 1868 was awarded a Classics degree from Clare College Cambridge. For 10 years he taught at the Somersetshire College in Bath before moving to Sheffield Grammar School in 1880. In that year he published two travel guides, '*The Thorough Guide to The English Lake District*,' and rather amazingly, '*Orkney and Shetland*'. How he managed to accomplish this while working in Bath and then Sheffield seems remarkable. Even more amazing the Lakes book went through 26 editions with the last one appearing in 1978!

Baddeley moved full time to Windermere in 1884. He had previously formed a partnership with the Reverend Charles Slegg Ward (he died in 1913) to write guides to much of Britain that went under the general title of *The Thorough Guides*. These books were of a completely different format to guides that had mostly gone before. They catered for the 'average' tourist who probably travelled by train. Taking the Lakes guide as an example there was included at the start of the guide a comprehensive list of times and train fares from all over the country, and these were



1906 plan for Baddeley Clock

revised with the appearance of each succeeding edition. There were lists of hotels and public houses with approximate tariffs. There was also a quantity of other information of use such as church service times and postal information. The book catered for both valley walkers and those who climbed the fells. Previous guides mostly were aimed at people of independent means who probably had no need of this 'trivial' information. The first time a car was mentioned was in the 1906 edition, the year Baddeley died. The quite remarkable list of guides is shown below.

The last book by Baxter was part of an attempt by the then publishers Nelson & Sons to extend the range of *Thorough Guide Books* beyond the death of Ward. It clearly failed. The original publishers in 1880 were Dulau & Co., chosen by Baddeley

probably because they published the Baedeker series that he much admired and whose format he copied. As mentioned in the second paragraph only the Lake District book endured to recent times. Perusal of these editions give evidence of the changing ways of society from Victorian through to Elizabethan times. Perhaps the greatest accolade to this book was that A Wainwright was a fan of this guide.

The books alone were sufficient to enhance his reputation. He did, however, do so much more for the local community. He took an interest in local politics. He was chairman of the Bowness local board at the time of its dissolution in 1894 when the Council Act came into force. It was replaced by Bowness Parish Council. He was an influential member of the Lake District Association and he was prominent in arranging for the improvement of the road from Skelwith Bridge into the Langdales, and also of ensuring Manchester Waterworks kept their promise of building the road on the western side of Thirlmere.

He was a keen member of The Lake District Defence Society. This rather militant collection of the great and good from all over the country were successful in using Parliament to get two mining railway bills abandoned in Buttermere and Ennerdale. They also successfully opposed the extension of the Windermere Line to Grasmere. He was the instigator in the organisation of the many bonfires on mountain tops for the 1887 golden jubilee for Queen Victoria. He is said to have ascended Scafell Pike three times in one day to confirm the arrangements there.

Having to my own satisfaction decided he was someone of note I began to wonder just where he lived in Windermere. Part of this curiosity extended to his father-in-law, Robert Michaelson Yeates, whom I will mention below. Because Baddeley came to Windermere in 1884 the 1881 census was of no help. The Dictionary of National Biography gave his first address as 'The Hollies'. I took this as a given and looked on the internet for this name. Two locations were found. The first one was in Hazel St. just off Oak St. in Windermere town. This 'Hollies' was on the OS 25" map of 1897 and is likely to have been there in 1884. Because of its proximity to the station it was initially my first choice. The other 'Hollies' was on Queen's Drive and is in the Bowness Parish and is also on the OS 1897 map. The Hazel St. building is a large detached property whilst the other one is just a semi-detached house, and this was another reason to believe it might have been Baddeley's preferred choice. I next examined the 1881 census for his future wife Millicent. She was listed as residing in Sunny Bank Road which leaves Queen's Drive just after 'The Hollies'. I immediately decided this was the correct location for Baddeley and it possibly explains how they met. They married in July 1891 in Bowness, the marriage being without issue.

I then proceeded to the 1891 census and found that he was now living at 2, Lake View Villas Bowness. This large imposing double building is off to the left of Helm Rd. and when it was built would also have had frontage onto Lake Rd. with splendid views across the lake. Today the building is heavily circumscribed by shops and only the upper floors will have these views. He died in this property after catching a chill in Selby where he had been revising one of his Yorkshire volumes.

My final task was to locate where his father-in-law lived. His address, Olive Mount, Undermillbeck, is liberally sprinkled over the internet but at no point could I find a street or road. All the Bowness census forms were unhelpful. At one time the

Michaelson Yeates family owned all of Barrow Island and they had a substantial property there. Indeed, there is a Michaelson Road on Barrow Island. I therefore expected that Olive Mount would also be substantial. Incidentally, the family eventually sold the entire island to the Duke of Devonshire for £7000 in 1855 and just 18 months later he sold it to the Furness Railway for £17,000. It was suggested I went to the Kendal archives and examined the 1910 Valuation Book for Bowness. Eventually after nearly 2 hours of ignoring mostly Pattinson houses I found Olive Mount but no address. At this time Yeates was deceased and the resident was WL Dolman. He was a well known architect who designed Windermere Police Station. In desperation I joined the Old Bowness Facebook site and this was eventually very helpful. A few people suggested Baddeley Mount in Ferney Green. This turned out to be a red herring. I eventually found out that this large property was commissioned by Baddeley's widow who moved there from Lake Villas in 1930. Suddenly it all came together when a Facebook correspondent found this listing in a 1921 Kelly Gazetteer '*Thomas Stanley Lythgoe, Olive Mount, Sunny Bank Road*'. So Millicent and her father probably live together at this address. I still do not know which is the house. There are no substantial properties in the street. There is a large house now named 'Rum Doodle' which used to be 'Brae Mount'. I just wonder?

*Don Morris*

## THE THOROUGH GUIDES

**MJB BADDELEY**, *Lake District*: 26 editions 1880-1978.

**MJB BADDELEY**, *Orkney & Shetland*: 6 editions 1880-1908

**CS WARD**, *North Devon & North Cornwall*: 9 editions 1880-1908

**MJB BADDELEY**, *Scotland* (3 vols): 7 editions 1881-1915

Part 1, Edinburgh, Glasgow & the Highlands

Part 2, The Northern Highlands

Part 3, The Lowlands

**MJB BADDELEY**, *Peak District of Derbyshire*: 11 editions 1882-1935

**CS WARD**, *Eastern Counties*: 6 editions 1883-1909

**MJB BADDELEY & CS WARD**, *North Wales*: 10 editions 1884-1923

**MJB BADDELEY & CS WARD**, *South Devon & South Cornwall*: 9 eds 1884-192?

**MJB BADDELEY & CS WARD**, *South Wales*: 6 editions, 1886-1908

**CS WARD**, *Ireland* (2 vols): 6 editions 1888-1911

Part 1, The Northern Counties

Part 2, East, West, & South

**MJB BADDELEY**, *Yorkshire* (2 vols): 5 editions 1890-1908

Part 1, The East Coast & York

Part 2, West Riding & part of North Riding

**CS WARD**, *Surrey and Sussex*: 5 editions 1890-1913

**CS WARD**, *Isle of Wight*: 4 editions 1895-1913

**MJB BADDELEY**, *Bath & Bristol*: 2 editions 1902-1908

**WM BAXTER**, *South Hants & Dorset*: 1 edition 1914

**Tales from the Tapes:** recorded at Ings Parish Hall 14<sup>th</sup> December 2017  
James Walling *'Farming in seven decades at Misset'* Part 3.

I'll go on to talk about the changing population at this time. Misset was quite a big farm as I said, 200 acres. It's about two mile from end to end and about quarter of a mile to half a mile in depth, it starts across near the railway line at Blackmoss and goes right up to High Borrans reservoir, the whole of that hillside basically that you see up there belongs to Misset. The farms on the top side, mine, onwards, became property of the National Trust about thirty years ago, the Crosthwaite Family had eventually died out, there were no descendants to follow, and the whole lot, six farms and fourteen houses in Windermere were gifted to the National Trust together with a dowry of £360,000 pounds. So they were all tenanted. I'm talking about Misset, Bannerigg, Common, Grove, Orrest and so on. However to the South of my boundary the farms were generally owner occupied. And during that time, I had a count up, High Fairbank, Whasdyke, Blackmoss, Heaning, Broadgate, High House, Orrest, Ings Hall, Reston, Raw Gill, and Heights have all ceased to be farms. Now they're all houses and the buildings have been converted to houses but the land is still farmed because other farmers are taking on land to increase the size of their own farms. I haven't gone down that line. I prefer a simple operation where I don't have to drive miles to see my animals. But, this area is very fortunate that these farms were bought by retired people and the majority of them are not holiday houses as such so we've got this living population.

It is true that we get a lot of government help. All farms do. The amount of money that is pushed into agriculture is quite large actually but a lot depends on what type of farm you have, how you farm and how interested you are in choosing between straight commercialism and perhaps looking after the environment. There has been the single payment, in the past which was based on the acreage, straightforward. That expired after ten years and it was replaced by another scheme called basic payment system, which is running at present. In return for carrying out certain tasks in a certain way on your farm, the government rewards you with financial assistance on a yearly basis. I think that's a nice way of putting it. It is a substantial payment and on my place it will account for something like fifty percent of my income, which leaves us very vulnerable to changes in government. However because of the type of farm I have, and it's not a farm where you can go down the road of, how shall I say, mechanised production, I decided that we would take what we could from the government. The other way of looking at these vast subsidies is that if we didn't have them we would need to make more money from the food we produce, so all you people would be paying a lot more for what you eat. I think something, like, in this country now, we produce sixty-five percent of our total food requirement from this country, the remainder is imported. A few years, even ten years back, the figure was nearly eighty percent of home production, so the population has increased and production is gradually slowing down, so there are two ways to look at subsidies. That is something that you have to consider when you're farming.

Now the big change at Misset was that we went away from high production to a lower production style of farming. In the mid-eighties I was getting something like twenty-eight pence a litre for my milk. There was over production in the country and over production in Europe, you might remember. There were milk lakes and butter mountains. At the moment France is short of butter. And so restrictions were put on production called quotas, each dairy farm was allocated a certain amount of production, if you went over that production your milk was worth nothing. It was worth a basic price which didn't actually pay. But this quota had a value of so many pence per litre and actually it wasn't only farmers that bought and traded quota. Some of the best known football clubs bought quota and then rented it out, or sold it on at a higher price as the market fluctuated. Quotas came to an end eventually because there was a shortage of production and the market had levelled itself and at this time the price of milk had fallen for me from twenty-eight pence to sixteen pence and at sixteen pence we couldn't make it pay. But we still had all the milk cows. It also coincided with the outbreak of foot and mouth disease, around 2000, so we were caught in a vice. Low income from the milk and restrictions on foot and mouth, we weren't allowed to sell anything. The restriction line went right up the Ings to Troutbeck road, and we straddle it, so if we wanted to move sheep from one side of the road to the other you had to get the vet up, you had to put down straw on the roadway. We had to put down disinfectant, etc, to move any animal from one side to the other. That year the government bought all our lambs at a third of their market value and we could not use AI (artificial insemination) because the inseminators were not allowed to visit farms. Full stop. Now obviously we still had to feed the cattle and we were in the process of moving over from milk to beef. This was the change in the farming system. We could still use the buildings and the equipment that we had for beef production. So we were losing several thousand pounds a month and it looked as though the foot and mouth carry on was a thoroughly incompetent exercise by the government. You got the impression that some of the vets, quite a lot of them actually that were brought in from abroad, didn't know what they were looking for. And if a cow had a sore mouth because it had been eating a thistle, that's it, slaughter, you see.

So I was looking for an alternative source of income and that's when I went to drive for Stagecoach. I worked it out that I could drive for Stagecoach and the hours that were available meant that I was able to come home and clean the cattle out and do other jobs through the daytime. I envisaged doing this only for two or three years till the foot and mouth went over. But we had this fall back of the subsidy payment as well all of which did help to keep the farming business together and we've actually maintained the business without borrowing money. All the machinery, all the cattle and what not, they're not rented, they're all mine. However, with changing to beef, we felt it was necessary to keep a lower number and also we felt that the climate had been changing for a number of years. Back in the sixties we were able to turn our cattle out to grass, grazing grass, at the end of March. Now it's the end of May, and it has been for some years, so there's a big difference there, it means we have longer winters and shorter summers.

*To be continued*