

THE PEAK DISTRICT AND
NORTHERN COUNTIES
FOOTPATHS PRESERVATION
SOCIETY

REPORT
OF THE COUNCIL

For the Year
ended 31st December
1940

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The Peak District & Northern Counties Footpaths Preservation Society

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Hon. Secretary :
CAPT. ARTHUR J. MOON
55 Brown Street, Manchester, 2 : DEAnsgate 4276.

Secretary :

THOMAS BOULGER

REPORT

FOR THE YEAR ENDING DECEMBER 31, 1940.

VARIOUS footpaths have been temporarily lost to the public use by reason of the land adjacent being requisitioned for purposes of national defence and security, but apart from this the Society has, on the whole, been successful in obtaining satisfactory results in the many cases referred to it during the year. A register is being compiled of the paths closed by the military authorities, or under defence regulations, with a view to representations being made for the re-opening of those paths immediately on the cessation of hostilities.

The Council was concerned with a new regulation issued in September last to form part of Regulation 62 of the Defence (General) Regulations, 1939. The new regulation reads as follows :—

5a. Where it is intended, either in pursuance of a direction given under paragraph (1) of this Regulation or otherwise, to plough any land over which there is a public, private or customary way, not being a carriage or cartway, the Minister of Agriculture and Fisheries may authorise in writing the stopping up and ploughing of the way, but subject to such conditions as may be necessary for securing that all rights in respect of the way will be restored when this paragraph ceases to be in force and for affording in the meanwhile necessary facilities for the public or the persons entitled to use the way; and no person shall be under any liability in respect of any interference with the way caused by the stopping up or ploughing thereof in accordance with an authority given under this paragraph, or by any subsequent ploughing thereof while this paragraph is in force, or in respect of any failure to repair damage so caused.

No application for an authority under this paragraph, nor anything done or suffered thereunder, shall prejudice any claim that a right of way does or does not exist, or that apart from any such authority there is or is not a right to plough the way.

The position was eased by a memorandum later issued by the Minister of Agriculture and Fisheries to County War Agricultural Executive Committees (following representations made to the Minister by the Commons, Open Spaces and Footpaths Preservation Society) in which the Minister, in empowering such Executive Committees to give the necessary authorisation in his behalf, expressed his anxiety that *in every case* where a Committee issued an authorisation, careful consideration should be given to the conditions attached thereto, in order that the requirements of paragraph 5a as to securing the restoration in due course of public rights in respect of the way, and as to the provision in the meantime of necessary facilities for persons

entitled to use the way, *should be scrupulously complied with*. In this connection, the Minister desired that Committees should include directions on the following points among the conditions they decided to impose :—

- (1) That the occupier of the land should :—
 - (a) make a diversion of the way for the convenience of persons wishing to pass from one side of the field to the other during such time as the way was under cultivation ; and
 - (b) display notices at each side of the field concerned indicating the diversion which had been made.
- (2) That the occupier should undertake to restore all rights in respect of the way as soon as paragraph 5a of Regulation 62 should cease to be in force.

Your Council would like to be informed immediately of the closing or ploughing up for the first time of any field path in order that suitable inquiries can be made, in particular as to whether the closing is authorised and, if so, whether the conditions laid down by the Minister have been complied with. Many farmers are conscientious in regard to public paths across their lands, but, unfortunately, others are only too pleased to have an excuse for attempting to close paths, and there is a clear duty to the public on the part of highway authorities (which have to be notified by the County War Agricultural Executive Committee of every authority granted under the Regulation) to see that no path is allowed to be closed merely because most members of the public are prevented, through war and other work, from using paths as regularly as in normal times.

It is with deep regret that your Council has to record the death of Mr. F. E. Amor, who for many years was a very active member of the Council.

Following are some of the many matters that have occupied the attention of the Society and its officers and Council during the past year :—

CHEEDALE FOOTPATH.

As will be seen from the Statement of Accounts, the footbridge erected by the Society as a memorial to the late president, Col. H. T. Crook, cost £35. In order to enhance the value of the memorial your Council authorised the Bakewell Rural District Council to spend a further £10 on the repair of the existing bridge about 100 yards from the newly erected bridge, and also on the repair of the path where it was very bad. Owing to Government work the contractors have not as yet been able to carry out the additional work but it is understood they will do so as soon as possible.

Towards the total expenditure of £45, donations to the Memorial Fund that was opened amount to £32 15s. The Council earnestly appeals for further donations to the fund to meet the total cost of the memorial.

FOOTPATH FROM MILLERS DALE TO WORMHILL.

Presumably on account of the severe weather experienced at the beginning of the year, the wall adjoining this path was found to have fallen on to the path in six places. As it was understood that the portion of the path in question was repairable by the railway company, the latter was asked to see to the removal of the stones on to the land adjoining the footpath in view of the danger of injuries to pedestrians using the path in darkness. A later inspection showed that a very little had been done in the matter of removing some of the stone walling, but that in some four places it was still bad, and at one point the stones lay the full width of the path. The railway company having disclaimed liability to clear the path, the attention of the County Surveyor at Chapel-en-le-Frith was called to the unsatisfactory condition of the path with a view to this being remedied.

BRIDLE PATH NEAR LEA MILLS, CROMFORD.

Complaints having been received that a notice, "Private road—no right of way here," had been erected on this bridle path, which runs from Riber via Hearthstone Lane and Breck's Wood, in a south-easterly direction to Lea Bridge, the Matlock District Council was asked to investigate the matter and has requested the landowner to remove the notice.

FOOTPATH FROM GRINDLEFORD BRIDGE TO FROGGATT.

The part of this path which lies in Horse Hay Coppice, immediately north of the National Trust land, consists of paving stones, laid to a width of about 3 ft. 6 ins. raised, and, in many places, still in very good condition. In some places, however, the paving blocks have been lifted by the tree roots and have then rolled a few yards down the bank. The tiny stream marking the boundary between the coppice and the National Trust land is culverted under the path. The Surveyor to the Bakewell Rural District Council has been asked to give instructions for the paving stones to be replaced and for the draining away of the water from the neighbourhood of the culvert.

FOOTPATHS AT HAY WOOD, GRINDLEFORD.

Complaints having been received that the footpaths in Hay Wood were being obstructed as a result of tree-felling operations, representations were made to the Bakewell Rural District Council. On the suggestion of the Surveyor to the Council, the Society's Inspector interviewed the workmen engaged in the tree-felling and pointed out to them the paths that had been obstructed. A promise was received that these would be cleared of the obstructing brushwood as quickly as possible.

FOOTPATH FROM ABNEY VIA COCKEY FARM AND BRETTON CLOUGH TO NETHER BRETTON AND THE BARREL INN.

The attention of the Bakewell Rural District Council has been called to the condition of the footbridge across Bretton Clough—the provision of a new plank being required to replace the old rotted plank.

FOOTPATH FROM HOPE TO LOSE HILL.

Complaints have been received as to the condition of the stiles erected in the wire fences on each side of the railway cutting, the Society's Inspector made an inspection and reported that one of the stiles was in need of slight repair, whilst the other needed entirely renewing, and that the wire fence constituted a real obstruction over which a walker would have to climb, and that one of the two stiles carrying the riverside path from Hope to Castleton, across the same branch line, required repair. The attention of the owners was called to the defective stiles, which they had immediately repaired, and also a further stile.

WESTEND—ALPORT TRACK.

In the last Report it was mentioned that the owners of the land crossed by this well-known track had been asked to agree to the removal of the "No road" notices erected several years ago. The Society's suggestion was favourably received, and instructions were given for the removal of the notices.

Last summer the footbridge on the track across the River Alport was found to be in a highly dangerous condition, the bank under the western end having been undermined by the floods of the previous winter. The bridge in question was not erected on the correct line of path, being some yards lower downstream than the right-of-way crossing, whereas the original bridge was erected on the line of path. The attention of the Forestry Commission, which has control of the land, was called

to the condition of the bridge, and it was urged that a new bridge should be built on the line of the right-of-way. Approval was also asked for the placing by the Society of a line of black and white stakes between the river and the Castles to indicate the route clearly. The Forestry Commission was prepared to agree to this provided the tenant of the land had no objection to the placing of the bridge at the point suggested, but as part of the work was the tenant's responsibility, the Commission would have to look to him to help, and so far had not been able to make satisfactory arrangement with him regarding this.

HAYFIELD—SNAKE INN PATH.

In 1894 the Society came into existence for the purpose of claiming for the public what has become one of the most popular paths in the Peak District, the Hayfield-Snake Inn track. The collection of evidence and the negotiations with the landowners were left entirely in the hands of the Society's officers and, amongst other things, the Society also erected the footbridge at Ladyclough, without which the path would not have been of much use. In fact, the whole of the initial cost of gaining this path for the public and of making it usable was borne by the Society.

For some time the footbridge has shown signs of decay and the Council decided to ask the Derbyshire County Council to undertake the repairs necessary to prevent it becoming dangerous to use. The District Surveyor has promised to inspect the bridge at an early date and to take the necessary steps for getting the repairs carried out.

GRIMBO CAR FOOTBRIDGE, SNAKE VALLEY.

Following the representations made by the Society to the Derbyshire County Council, the cartbridge that was swept away in the severe cloudburst in the summer of 1939 has been replaced by a footbridge at a cost of £75.

VALLEY ROAD, HAYFIELD.

For upwards of seven years there has been an agitation in Hayfield for the repair of part of what is now known as Valley Road, on the south side of the Sett from Zanolli's Cottage to the Rockhall Quarries. Early in the year there appeared signs of further portions of the bank falling in and there was now an increased element of danger to persons walking too near the river side of the road. From the correspondence the Society had with the Derbyshire County Council, it appeared that exhaustive investigations have been made as to the status of the

road and as to who was liable to execute the necessary repairs. Recently the County Council decided to accept liability for the repair of the road and the work has been commenced.

EDALE AND HOPE VALLEYS.

Towards the end of the year the Council became aware that a Bill was being presented to Parliament during the present session by the Derwent Valley Water Board to authorise the Board to acquire lands in the Edale and Hope Valleys as a water catchment area. The Bill was carefully examined with regard to the possible closing or diversion of footpaths, but it appeared that no public footpath was involved, and the Board readily gave an assurance that no public path could be closed under the Bill.

The Society also co-operated with the Sheffield and Peak District Committee of the C.P.R.E. with regard to the preservation of the existing amenities. Representations were made by the C.P.R.E., and the National Trust (which has lands within the proposed catchment area) decided to petition against the Bill unless satisfactory assurances could be obtained. Immediately afterwards came an offer from the Board to construct one of the aqueducts underground. Efforts were being made to obtain a guarantee that the farming character of the whole of the valley should be maintained and that massed planting of conifers should not be instituted, when it became known that the Bill had been withdrawn. It is understood that the Board arrived at the decision to withdraw the Bill on account of the fact that one of their constituent authorities had presented a petition against the Bill raising points considered to be entirely outside the scope of the Bill and were not willing to withdraw such petition.

PEAK JOINT PLANNING COMMITTEE.

The attention of the Society was called to the reports that had appeared in the press from which it appeared that, following questions raised by members of the Ashbourne Rural and Urban District Councils as to the usefulness of the Peak Joint Planning Committee, the Clerk had been instructed to ascertain the views of the other local authorities in the area. The Society and other interested organisations were perturbed at the thought that the existence of this Committee, which has done such invaluable work in the past, should be in question, and representations were made to the District Councils urging that they should not take any step that might tend to threaten the existence of the Committee. From the reply received from the

District Councils it would now appear that they merely desired to reduce the expenditure of the Planning Committee for the duration of the war, but that at a meeting of the Committee it had been decided to continue with the existing staff.

FOOTPATHS IN DOVEDALE.

The attention of the Derbyshire County Council being called to the poor condition of the bridge at Ilam Rock, that Council, in conjunction with the Staffordshire County Council, has erected a very substantial footbridge.

The portion of the Derbyshire side of Dovedale suffered from last winter's heavy rains between the "Narrows" and the Stepping Stones near Thorpe Cloud, and the Ashbourne Rural District Council was asked to effect the necessary repairs. On that Council refusing to do the work, the County Council was asked to undertake the repairs, and the Society's representations are receiving consideration. The Society also had occasion to call the attention of the Rural District Council to the felling of trees over the path causing obstructions. As a result, the owner has had the trees cut up in order to free the path from obstruction and has promised to remove the logs as speedily as possible.

FOOTPATH ACROSS RIVER DANE AT BIRCHIN BOOTH.

The attention of the Staffordshire County Surveyor was called to the condition of the footbridge on this path across the River Dane at Birchim Booth, two-thirds of a mile south of Three Shires Bridge, all that remained being a rough uneven log 8 inches wide and about a 20-foot span. As there was a drop of eight feet into four feet of water it was exceedingly dangerous to cross the bridge. The County Surveyor, in his reply, stated that the path was partly within Cheshire and partly within Staffordshire, and as the Rural District Councils had not previously carried out repairs to the bridge the matter of carrying out any repairs which were now necessary was not one for his County Council. He, however, pointed out that about 100 yards on the upstream side of the bridge referred to, there was a satisfactory footbridge across the stream, and this bridge appeared to have been used by the public for crossing the River Dane for a considerable time past, and it did not appear, therefore, that there was any real necessity for carrying out repairs to the bridge complained of. From inquiries made by your Inspector, it appeared that the bridge referred to by the County Surveyor was jointly owned by the Councils on each side of the river and was now used by the public, and as the

path across each bridge joined, the missing footbridge complained of was not material. In the circumstances your Council has decided not to press for its repair.

FOOTBRIDGE AT BROOMYCROFTHEAD, WILDBOARCLOUGH.

As mentioned in previous Reports, the Society has for some time past been endeavouring to get the footbridge replaced which formerly existed over Clough Brook between Broomycrofthead and Broughsplace. This seemed nearer realisation during the year when the Macclesfield Rural District Council passed a resolution authorising the Clerk to inquire from the landowners if they would agree to the Council replacing the footbridge, and that in the event of the owners being so agreeable the Society should be asked to bear one-half of the cost of the work. The owners having given their consent, your Council, in the circumstances, agreed to bear one-half of the cost of the bridge and informed the District Council accordingly. It was arranged that the District Council should obtain an estimate of the cost, and that as soon as the work had been completed the Society would forward its agreed contribution. Although there was then some delay in obtaining the estimate your Council was of the opinion that the work would be commenced as soon as possible. Since the last Council meeting your Secretary was surprised to receive a letter from the Clerk to the District Council intimating that his Housing and Planning Committee had passed a resolution (since confirmed by his Council) that the Council be recommended not to take any action in connection with the matter and to rescind the previous resolution, above referred to. The matter will be considered by your Council at the next meeting.

FOOTPATH FROM OPPOSITE THE SHIP INN, WINCLE.

Following complaints as to the obstruction of this path, which proceeds via Winkle Grange and across the Shell Brook to Hawkslee, Winkle Minn, your Inspector made a visit and found that two successive stiles were obstructed with barbed wire on land belonging to Winkle Grange. He interviewed the tenant and was informed by him that there was now no path as the Government had made him plough it up. The question as to whether he had the right to plough up the path was irrelevant and could not be any excuse for obstructing the path. Accordingly, the Macclesfield Rural District Council was asked to obtain the removal of the obstructions and that

Council passed a resolution that the tenant be requested to remove the obstructions. As it would appear that no attempt had been made to comply with such request, the District Council has been asked to take steps to ensure the removal of the obstructions. Whilst the Society, having regard to the present need for the cultivation of land, has endeavoured to pursue a very reasonable attitude with regard to ploughed paths, it cannot but take notice of a flagrant attempt to obstruct a public right of way. There has never been any intention on the part of the Minister of Agriculture that the public should be deprived of their footpaths and, as mentioned in the earlier part of this Report, the latest memorandum issued by the Minister makes it quite clear that no footpath shall be closed or diverted for agricultural purposes unless a suitable alternative is provided.

FOOTPATH FROM "THE OVAL" LEADING TO HEALD GREEN STATION.

The very short path connecting the Oval with the public footpath leading to Heald Green Station having been obstructed, causing inconvenience and loss of valuable time to first aid workers resident in the Oval in proceeding to the first aid post near the railway station, the Manchester Corporation, owner of the land, was asked to give instructions for the obstruction to be removed. The Corporation, whilst not agreeing that the short length of path in question is public, informed the Society that arrangements were being made for its reopening as a privilege to the inhabitants of the Oval.

FOOTBRIDGE OVER LADYBROOK, HAPPY VALLEY, BRAMHALL.

The Hazel Grove and Bramhall Urban District Council has been asked to replace this footbridge (on the footpath going south-west from Bridge Lane—near Wallbank—to Bramhall village) which, from investigations made, would appear to have been missing for some four or five months. The footpath is much used in the spring and summer, and it is very necessary that the bridge should be re-erected. The decision of the District Council is awaited.

FOOTPATH FROM YARWOODHEATH FARM, ROS- THERNE, GOING EAST ACROSS THE RIVER BIRKIN TOWARDS RYECROFT FARM, ASHLEY.

The attention of the Bucklow Rural District Council having been called to the condition of the footbridge on this footpath

(some of the floor boards and part of the handrails being missing whilst the supporting beams of the bridge showed signs of collapse), the necessary repairs have now been carried out.

FOOTPATH FROM THE WARRINGTON ROAD, OPPOSITE THE "RED LION" GOING SOUTH TO AGDEN.

Your Inspector, having found this path to be obstructed by barbed wire, interviewed the tenant of the land, who explained that it had only been a temporary measure, and arranged to have it removed without delay.

FOOTPATH FROM DUNHAM WOODHOUSES TO AGDEN BRIDGE.

Complaints were received as to the danger to the public using the stiles on the bridge over the river Bollin at Dunham Woodhouses. No doubt, on account of erosion, the two stiles were getting nearer the bank of the river, which is rather deep. In order that the present danger might be removed it was brought to the attention of the owner and a suggestion made that short pieces of fencing be erected between the stile and the river at each end of the bridge. It is pleasing to report that the landowner (without, of course, accepting any liability for the repair of footpaths and stiles on his land) readily consented to provide two protection rails in order to remove the danger, and the one on the north bank of the river, which was the more dangerous, has already been erected.

SCHOLARS BRIDGE, LYMM.

This footbridge, which is on the path that leads on beyond the dam at Lymm, and emerges, eventually, on the Warrington-Knutsford road, was found to be in need of urgent repair. The bridge crosses a woodland brook, which in wet weather is a few feet deep, and as the handrails that formerly existed were missing and the bridge narrow and often slippery with mud, it was possible that an accident might be very serious. Apart from the prevailing "black-out" the spot was very dark at night. The attention of the Bucklow Rural District Council being called to the condition of the bridge, the District Surveyor arranged to have a handrail fixed during the following few days.

FOOTPATH FROM CUDDINGTON TO NORLEY.

Complaints having been received as to the tenant of Home Farm endeavouring to prevent the public from using this path

which traverses the land adjoining the site of Delamere House and thence proceeds past Home Farm to Wood's Lane, which it joins nearly opposite to Dutton Lane, the tenant was asked for an assurance that he would refrain from stopping the public from using the path. Subsequently your Inspector interviewed the tenant, who maintained that the public path did not go past his farm and indicated the line of path, along the top of the bank and across the sand pit, which is slightly to the north of the path past the farm, and proceeds across the footbridge before Dutton Lane is reached. As the line of path which the tenant was willing to agree as public was equally as convenient as that claimed, your Council has informed the Cuddington Parish Council of the line of path agreed by the tenant in order that the necessary reference might be made in the Council's records.

FOOTPATH FROM BINN GREEN TO HEY TOP, GREENFIELD VALLEY.

In 1932 the Society reached an agreement with the Ashton-under-Lyne, Stalybridge and Dukinfield Water Board as to the line of this footpath from the stepping stones across Ashway Brook to the Bill o' Jacks Road, and in order that the path could be used by the public the Saddleworth Urban District Council later reset the stepping stones. On a recent inspection of the path it was found that the stepping stones were now non-existent, and the District Council have been asked to have the same replaced or, alternatively, have a footbridge erected as had previously been suggested by the Society. In the long run there is no doubt that a footbridge would prove more economical and would certainly be more beneficial to the public.

THE FOOTPATH LIBRARY.

The following additions to the Society's Footpath Library, housed in the Special Collections Department of the Manchester Central Library, have been presented during the year :—

- Sheffield Clarion Ramblers' Handbook 1940-41.
- Ramblers' Handbook, Southern Federation 1937-38.
- "The Northern Rambler" Nos. 37 to 55.
- "Out o' Doors" Volumes 1 and 2.
- C.P.R.E. (Sheffield and Peak District) Report 1940.
- 7 Ordnance Survey 1-inch maps, old series.
- "33 Rambles in North-West Lancashire."
- Murray's Handbook "North Wales."
- Baddeley and Ward's "South Wales."
- "In the Season of the Year," by James J. Cash.

DIRECTION POSTS.

Early in the year a new plate was fixed to the Society's direction post above Jacob's Ladder; fallen posts at Tunstead Milton and on the Derwent-Moscar bridle path were re-erected and a new post and plate were fixed at Alport Bridge to replace a broken direction plate.

In May, however, local authorities throughout the country were instructed to remove or obliterate all direction posts, mile-stones, etc. In consequence all the Society's direction plates and mile stumps have been removed except in those cases where no place name appears on the plate. In the majority of cases the posts have been left standing after the unbolting of the plates, the posts continuing to indicate the commencement of the public path.

The County Surveyors have readily agreed to take care of the Society's plates until such time as they may be re-erected.

FINANCE.

Although subscriptions were less by £9 16s. 9d. than for the previous year, the Society, by reason of a reduction in expenditure of £35 7s. 7d. was enabled to show an excess of income over expenditure for the year amounting to £7 2s. 8d., which reduces the deficit on General Account to £19 4s. 7d. Although there was such a substantial reduction in expenditure this does not mean that the work of the Society was restricted. This was not the case, the Society carrying on in pursuance of the decision arrived at without restriction, as is clearly shown in the Report. A fairly large amount was saved on erection and maintenance of signposts, but this was a compulsory saving, as nearly all the Society's signposts have been removed under Defence Regulations and temporarily stored by the Highway Authorities, as previously mentioned. In view of the regulations, no additional signposts have been erected, and for the duration of hostilities the expenditure on erection and maintenance of signposts will be very slight. It would, however, be unwise not to bear in mind the large amount of expenditure that will ultimately be involved in connection with this branch of the Society's work, and it is very necessary that not only should the present deficit be wiped out but that a substantial balance should be accumulated so that the work of the Society may be developed without delay at the appropriate time. Other savings in the year were in regard to the erection of footbridges and on travelling expenses—in 1939 your officers attended several meetings in London in connection with the Access to

Mountains Bill. With increasing printing costs and postage rates it is reasonable to believe that the expenditure for 1941 (even without any exceptional expenditure—which is always probable in fighting for the preservation of public rights) will be in excess of that for 1940. It may be of interest to record that in 1939 276 subscribers paid £61 6s. 6d., and in 1940 although there were only 258 subscribers the amount received was £61 3s. 9d.; on the other hand, in 1939 there were 56 affiliated Clubs which paid £48 9s. 6d., and in 1940 there were only 49 affiliated Clubs which paid £38 15s. 6d.—a reduction of £9 14s. In this connection, having regard to prevailing conditions, it is reasonable to suppose that the income from affiliation fees will further diminish unless the more fortunate Clubs are able and willing to increase their subscriptions. In any event, it would be very helpful if all existing members could see their way to renewing their subscriptions and whenever possible induce others to become members. During the past year there were no less than 49 new subscribers but, unfortunately, this was offset by deaths and resignations to the extent of 63 members.

The Defence Fund has, during the year, been augmented by £12 7s. 6d., and now stands at £299 7s. 2d.

MEMBERSHIP.

The terms of membership are simple; there are no formalities other than the payment of a subscription of not less than 2s. 6d. per annum, which entitles the member to a copy of the Annual Report, and to any information which it might be within the Council's power to give.

Again it can be emphasised that in fixing this small minimum subscription the Society has in view the desirability of obtaining the largest possible amount of public interest; the revenue, however, from subscriptions of the minimum rate is inadequate to the needs of the Society's operations. The secretaries of rambling and kindred societies would perform a useful service if they would bring to the notice of their members the objects and claims of the Society, and *urge individual membership*.

The Council, therefore, renews its appeal for subscriptions in excess of the minimum, and for donations to the Defence Fund.

AFFILIATION.

The minimum fee for rambling clubs and other societies desiring to become affiliated is 10s. 6d. per annum. The payment of the fee carries with it the right to nominate a delegate to attend the Council's meetings.

AFFILIATED RAMBLING CLUBS AND SOCIETIES—*continued.*

Manchester C.H.A. Rambling Club (Section "A").
Manchester C.H.A. Rambling Club (Section "C").
Manchester C.H.A. Rambling Club (Section "D").
Manchester C.H.A. Rambling Club (Section "E").
Manchester C.H.A. Club.
Manchester H.S.C. Languages Rambling Club.
Manchester Pedestrian Club.
Manchester Rambling Club.
Methodist Guild Holidays.
North Manchester Harriers & A. C. Rambling Section.
Norton Ward (Sheffield) Ratepayers' Association.
Oldham & District C.H.A. Rambling Club.
Peveril Rambling & Social Club.
Plymouth Grove Wesley Guild.
"R" Club.
Ramblers Association (Sheffield & District Federation).
Ramblers' Federation (Manchester & District).
Rucksack Club.
St. Sebastian's Rambling Club.
Salford P.S.A. Rambling Club.
Sheffield C.H.A. Rambling & Social Club.
Sheffield Clarion Rambling Club.
Stockport C.H.A. Rambling & Social Club.
Stockport Field Club.
Stockport Seconians Association Rambling Club.
Sutton & District Rambling Club.
United Field Naturalists.
Vegetarian Society Social & Athletic Club.
Workers' Educational Association (Rambling Section)
Stockport.
Y.M.C.A. Rambling Club.

Peak District and Northern Counties Footpaths Preservation Society

STATEMENT OF INCOME AND EXPENDITURE FOR THE YEAR ENDING 31ST DECEMBER, 1940

EXPENDITURE		£	s.	d.	£	s.	d.	INCOME		£	s.	d.	£	s.	d.
Printing Annual Report	...	11	10	0											
Circulars, Posters, Envelopes, etc., re same	...	1	5	0											
Hire of Rooms	...				12	15	0								
Printing and Stationery	...				3	7	6								
Insurance Premiums	...				4	17	3								
Less Claim and Repaid Premium	...				3	18	4								
					1	2	6								
								2	15	10					
Sign Posts and Repairs, etc., thereto	...				9	3	6								
Subscription to Commons O.S. & F.P.S.	...	2	2	0											
Affiliation Fees (C.P.R.E., 4 Branches)...	...	2	2	0											
								4	4	0					
Advertising and Sundry Expenses	...					1	19	1							
Annual Meeting Lantern Lecture	...														
Secretary's Honorarium	...				30	0	0								
Hon. Treasurer—Clerical Assistance	...				5	5	0								
Footpaths Inspectors' Honorariums:															
Mr. Wild £15; Mr. Gill £7 10s.	...				22	10	0								
								57	15	0					
Footpaths Inspectors' Travelling Expenses (£7 3s. 11d. and £2 9s. 11d.)	...	10	3	10											
Other Officials' Travelling Expenses	...	0	1	4											
								10	5	2					
Inspection Fees re Awards, etc.	...							0	2	0					
Postages	...							9	11	6					
Bank Commission (Bank account current)	...							0	4	8					
					119	2	6								
Deficit at 31st December, 1939	...	26	7	5											
Less excess of Income over Expenditure for year to 31st December, 1940	...	7	2	10											
Total Deficit at 31st December, 1940	...				19	4	7								
Subscriptions for 1941 carried forward	...				0	5	6								
								£138	12	7					

DEFENCE FUND

	£	s.	d.		£	s.	d.
Balance carried forward to 1941...	299	7	2	Balance brought forward from 1939	286	19	8
	<u>£299</u>	<u>7</u>	<u>2</u>	Donations received during year to 31st December, 1940	12	7	6

SPECIAL RESERVE FUND AT DECEMBER 31, 1940

	£	s.	d.		£	s.	d.
Balance carried forward to 1941 (Arnold Wilson Legacy, £713 16s. 8d.; G. H. B. Ward, Esq., F.R.G.S. Gift towards Erection and Maintenance of Signposts, £50)	763	16	8	Balance brought forward from 1939	763	16	8

MANCHESTER & SALFORD SAVINGS BANK DEPOSITS AT DECEMBER 31, 1940

	£	s.	d.		£	s.	d.
Interests as per contra transferred to General Account	26	6	1	Deposits at 31st December, 1940 at 2½ per cent	500	0	0
Balance on deposit carried forward to 1941	1,000	0	0	Deposits at 31st December, 1940 at 2½ per cent	500	0	0
	<u>£1,026</u>	<u>6</u>	<u>1</u>	Interest for year to 20th November, 1940	26	6	1

COLONEL H. T. CROOK MEMORIAL FUND

	£	s.	d.		£	s.	d.
J. W. & J. Mettam—Cost of Erection of Cheedale Footbridge...	35	0	0	Donations received to 31st December, 1940	32	15	0
	<u>£35</u>	<u>0</u>	<u>0</u>	Balance paid ex General Funds pending collection	2	5	0

CASH POSITION AT DECEMBER 31, 1940

	£	s.	d.		£	s.	d.
Balance at Credit of Defence Fund	299	7	2	Cash at Bank	41	19	9
Special Reserve Fund	763	16	8	Cash on deposit with M. & S. Savings Bank	1,000	0	0
Subscriptions paid in advance for 1941	0	5	6	Debit Balance of General Account	19	4	7
	<u>£1,063</u>	<u>9</u>	<u>4</u>	Col. H. T. Crook Memorial Fund owing to General Fund	2	5	0

(Signed) ALFRED E. BOWEN, Hon. Treasurer.

J. E. BROOM, Hon. Auditor.

13th February 1941