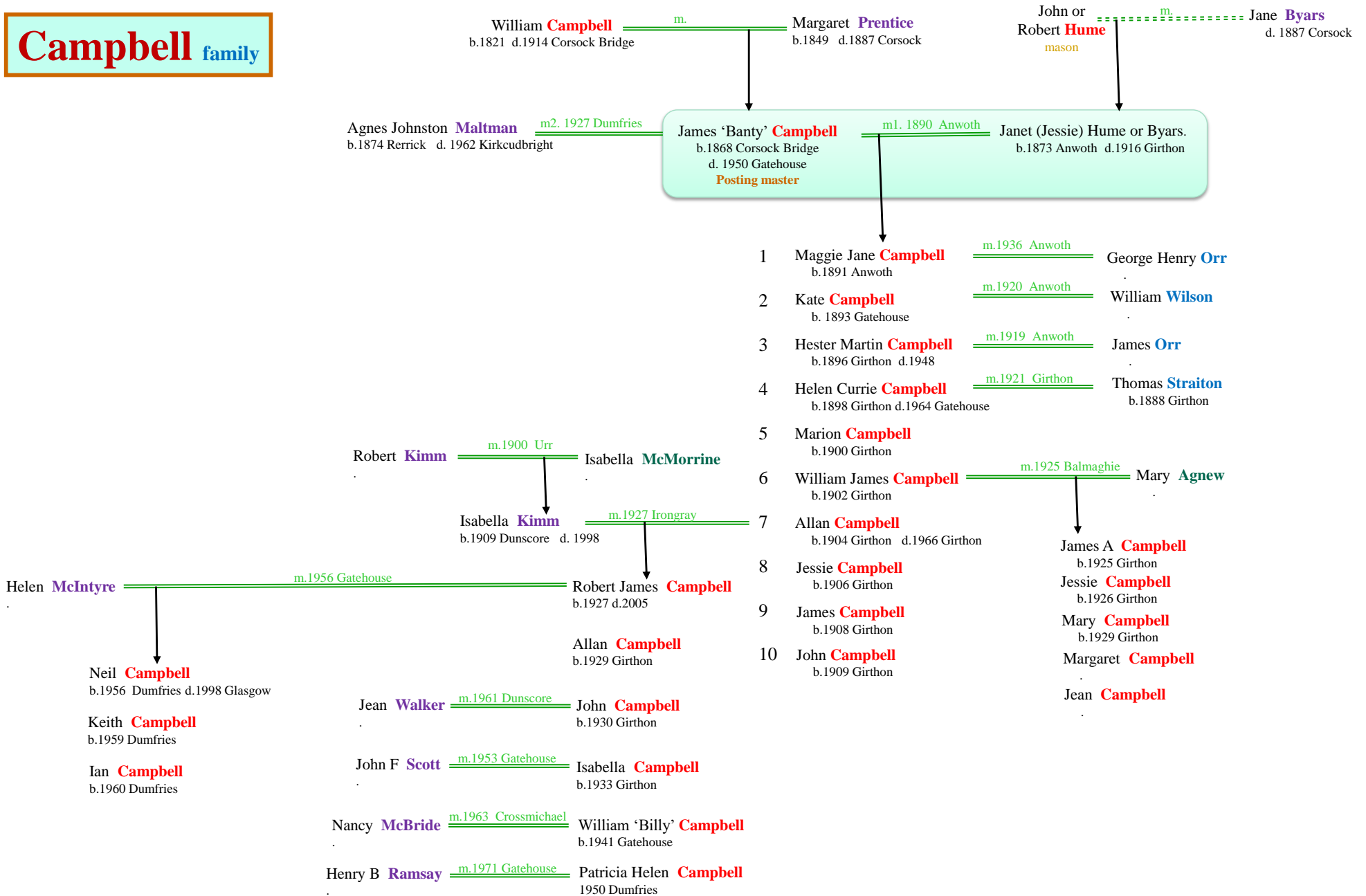


# Campbell family



## James & Jessie Campbell & family in Census

1891 Anwoth census								
Fleet Street 03								
	Byars	John	head	wr	m	67	dyker	Kbts, Balmaghie
	Hume	Allan	g-son	s	m	20	agricultural labourer	Kbts, Anwoth
	Byars	Forest	g-son		m	11	scholar	Kbts, Anwoth
	Byars	Margaret	g-dau.		f	8	scholar	Kbts, Anwoth
	Kemp	Catherine	servant	s	f	50	housekeeper	Kbts, Anwoth
	Campbell	James	head	m	m	21	agricultural labourer	Kbts, Corsock
	Campbell	Jessie	wife	m	f	19		Kbts, Anwoth

## 1901 Girthon census

High Street 24								
	Campbell	James	head	m	m	30	ostler	Kbts, Corsock
	Campbell	Jessie	wife	m	f	28		Kbts, Gatehouse
	Campbell	Kate	dau.		f	8	scholar	Kbts, Gatehouse
	Campbell	Hester	dau.		f	5	scholar	Kbts, Gatehouse
	Campbell	Hellen	dau.		f	4		Kbts, Gatehouse
	Campbell	Marion	dau.		f	11m		Kbts, Gatehouse
	Carter	Agnes	head	w	f	61	laundress	Kbts, Kirkmabreck
	Tomlinson	Alice	boarder	s	f	18	pupil teacher	Kbts, Girthon

## 1911 Girthon census

### High Street

	Campbell	James	head	m	m	41	postingmaster	Kbts, Parton
	Campbell	Jessie	wife	m	f	37		Kbts, Gatehouse
	Campbell	Kate	dau.	s	f	17	dressmaker	Kbts, Gatehouse
	Campbell	Hester	dau.		f	14		Kbts, Gatehouse
	Campbell	Hellen	dau.		f	12	school	Kbts, Gatehouse
	Campbell	Marion	dau.		f	11	school	Kbts, Gatehouse
	Campbell	William James	son		m	9	school	Kbts, Gatehouse
	Campbell	Allen	son		m	7	school	Kbts, Gatehouse
	Campbell	Jessie	dau.		f	5	school	Kbts, Gatehouse
	Campbell	John	son		m	2		Kbts, Gatehouse
	Marks	Jane	mother	m	f	63		Kbts, Gatehouse
	Owens	Maggie	cousin	w	f	29		Kbts, Gatehouse
	Owens	David	stepson		m	3		Lanark, Mossend

## 1921 Girthon census

### Brewery Cottage 1

	Campbell	James	head	52	m	m	Posting master	Corsock, Kbts
	Campbell	Margaret Jane	daur	30	f	s	h.d.	Anwoth
	Campbell	Marion	daur	21	f	s	Housekeeper	Girthon
	Campbell	William James	son	19	m	s	Motor driver	Girthon
	Campbell	Allan	son	17	m	s	Motor driver	Girthon

	Campbell	Jessie	daur	15	f	s	h.d.	Girthon
	Campbell	John	son	14	m		scholar	Girthon
	Cairns	James	visitor	17	m	s	Shop assistant	Dumfries
	Wilson	William	visitor	28	m	m	Granite cutter	Kirkmabreck
	Wilson	Jessie Campbell	visitor	7m	f			Kirkmabreck
	Wilson	Katherine	visitor	27	f	m	h.d.	Anwoth

# The Campbell family

ostlers, posting masters and garage owners

**James Campbell** was born in **1868 at Corsock Bridge**. His father, **William Campbell**, an agricultural labourer, and his mother **Margaret Prentice** were both from the Corsock area.

James came to Gatehouse in the late 1880s to work as an agricultural labourer.

In **1890** he married **Jessie Hume** at her mothers' home in Fleet Street.

On the certificate he gave his address as High Creoch Farm, Gatehouse. He was 20 years old. Jessie was 18 and a domestic servant. She lived in Fleet Street with her mother **Jane Byars**. The certificate states that **John Hume**, mason, was her 'reputed father'. Other documents (*Scottish Indexes on line*) suggest that the father might have been **Robert Hume**, John's brother.

In the **1891 Anwoth census**, James & Jessie Campbell were living at Bridge Terrace in the same house as Jessie's widowed grandfather, **John Byars**, along with Jessie's 2 half brothers (Allan Hume & Forest Byars) and half sister (Margaret Byars). **Catherine Kemp** (age 50, born Anwoth) was the housekeeper.

Jessie's first child, Margaret Jane Campbell, was born later in 1891 (registered in Anwoth).



Nos. 4-8 Bridge Terrace

The Campbell family then moved across the river to Girthon Parish, into a house beside the brewery. Daughter Hester was born in 1896 in Girthon.



Brewery Cottage

In the **1901** census James and Jessie were living beside The Brewery at 73 High Street. This property is sometimes called Brae Cottage and sometimes Brewery Cottage and is opposite Galloway Lodge. They had 4 daughters living with them - Kate, Hester, Hellen and Marion. Their eldest daughter Margaret Jane was not at home on census night. James Campbell was now an ostler (someone employed to look after horses, usually for guests at an inn). The Angel Hotel is opposite the brewery so James may have worked there.

In 1901 the building that is now occupied by Galloway Lodge and Spar was owned by the Angel Hotel and is known as **Fleetvale**. The stables and offices were let to Dixon Gibson (1805 - 1885), who was the **postmaster** in Gatehouse. After his death his son John Gibson (1836 - 1903) took over the post and continued to rent the 'field, offices and 2 houses' on the Fleetvale site.

After John Gibson's death in **1903** James Campbell took over the tenancy of Fleetvale and started his own posting business. At the time he had £25 of his own money but borrowed £220 from the Bank of Scotland to buy horses, traps and harnesses



Sketch of Fleetvale with Angel Hotel behind (c.1910)



In the **1911 census** James and Jessie were still at Brewery Cottage with 5 daughters and 3 sons. At the same address there is a Jane Marks (mother, age 63 born Gatehouse).

*Is this Jessie's mother Jane Byars who had remarried ?*

Also living at Brewery Cottage was Maggie Owens (a cousin, age 29 born Gatehouse) and David Owens (visitor, age 5, born Mossend, Lanark).

*Maggie Owens was born Margaret Janet Kemp in 1882 at Anwoth. Her mother was Catherine Kemp (housekeeper per 1891 census above). Maggie had married David Owens at Bellshill in 1907 but was widowed soon afterwards. In 1911, Maggie married widower John Denholm Reid at Anwoth. M. Campbell was the witness.*

The **1914-15 Valuation Roll** says that Fleetvale was owned by 'Representatives' (the estate) of John Gibson and consisted of offices, 2 houses and a field. The tenant was James Campbell who was now the posting master. An important service he provided was transport to Gatehouse Station at Dromore, 6 miles outside the town. In **1915** he sold his horses and harnesses and borrowed more money to buy 2 motor cars.

*The 'field' became known as Campbell's Field, a name still used by older residents in the town. The town car park now occupies much of this field. For many years the field was used for rearing chickens in wooden hen hutches and this gave rise to James Campbell earning the nickname of 'Banty' Campbell. After the 2<sup>nd</sup> World War some chickens were housed in old disused buses which were parked in the field.*

In **1916** Jessie Campbell died.

In **1920** James Campbell bought a bus costing £680.

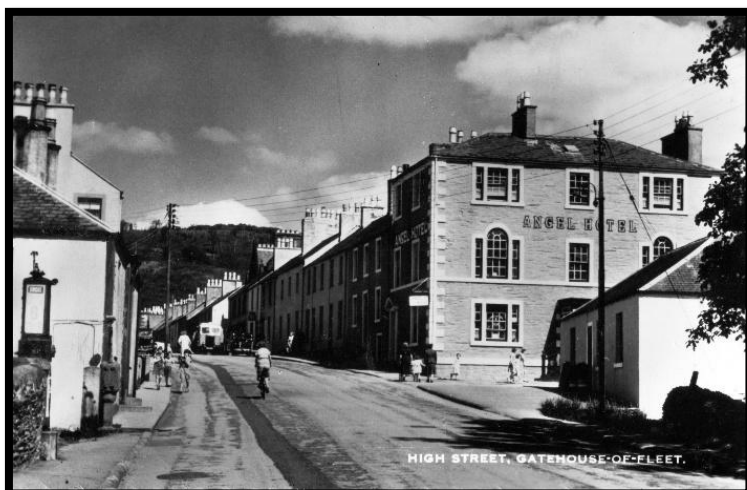
In **1921** the family were still living at the Brewery Cottage. Although James was now a widower, the census says he is married. He was 52 years old and a posting master. His eldest daughter Maggie Jane (age 30, born Anwoth) had returned home and was the house keeper. Sons Allan and William were also at home and were now employed as motor drivers.



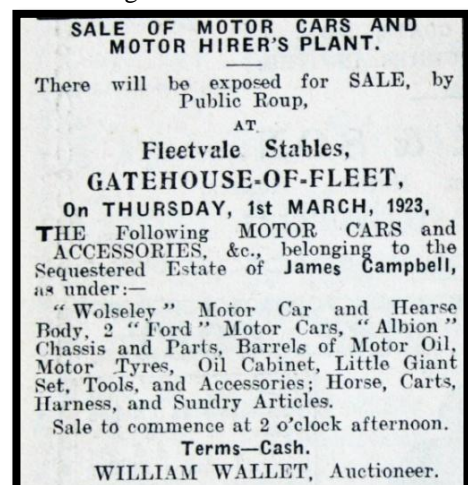
Chicken hutches in "Campells Field"



Angel Hotel with motor cars



Brewery Cottage petrol pump (far left)

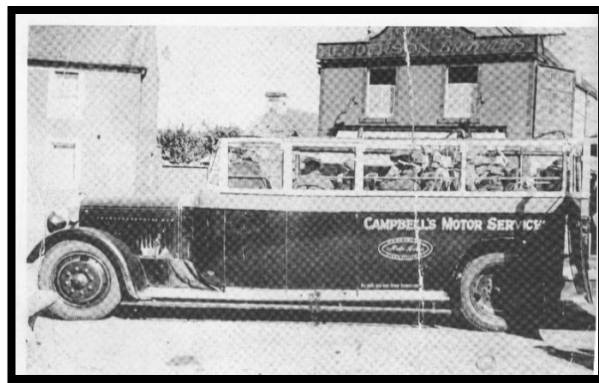


ex 1923 Kirkcudbrightshire Advertiser



With the introduction of the motor car, petrol pumps were needed in Gatehouse. There were 4 in the town. One was outside the Murray Arms Garage, near the town clock, another outside McMurray Brothers ironmongery store in the High Street and a third outside the Anwoth Hotel (Ship Inn). The fourth was beside the Campbell's house on the Brewery Brae.

Sadly by 1923 James Campbell was in financial difficulties and was declared bankrupt, owing £900.



Campbell's bus c.1930

### POSTINGMASTER'S MOTOR DEAL.

—♦—  
A Gatehouse Bankruptcy.

Sheriff Napier at Kirkcudbright on Friday conducted an examination in bankruptcy of James Campbell, postingmaster, Fleetvale Stables, Gatehouse. Mr W. M'Connel, solicitor, Gatehouse, appeared for the trustee on the estate, Mr R. Lillie, solicitor, Gatehouse.

Bankrupt stated that he started business in 1903 in the Fleet Vale Stables, when he purchased the posting business of Dixon and Gibson. When he took up the business he had £25 of his own, and borrowed £220 from the Bank of Scotland. He invested that capital in horses, traps, and harness, renting the premises belonging to Dixon and Gibson. The only book he kept was one showing accounts due to him. Money collected was put into bank, with the exception of what was necessary for personal use. That system of book-keeping had continued from 1903 till now. He ceased making payments to the bank eight or nine years ago. He had never been able to repay the loan of £220 from the bank, and the debt was still outstanding though there were guarantors. The posting establishment was carried on till 1914, when he had to get motor cars. Down to that date

he had made up no balance sheet at all. Up till 1914 things went fairly well. When he changed to motor cars in 1914 he had to borrow more money to meet which he sold the stock of horses, traps, and harness. The traps and harness were very much depreciated in value. In 1915 he had two motor cars, out of which he made nothing. In 1920 he bought a motor bus which cost him £680. The arrangement was that he was to pay £125 every three months. The car went wrong with him, and he lost considerably on it—something like £450. The car was taken back, but it was a knock-out blow, and finished him altogether. He had not destroyed any books in connection with his business, and he could give no figures to show how the deficiency had arisen. In addition to the loss of £450 on that car, he had income tax to pay, and he had also license duty to the amount of £84 a year to pay for his cars. He had kept no record of his personal expenditure. Since his bankruptcy his boys had borrowed money from their friends for the cars, and he was willing to give the names of the parties who had lent the money. The furniture belonged to his late wife, her aunt having provided it when they were married. He was also tenant of some fields in the Cally estate, the grazing of one of which was sublet, but none of the rental had been paid. If his sons were entered in the valuation roll as joint tenants with him of the

premises and the fields, he was not aware of it, as they were not in the lease. They might be as to the fields, but not the premises. He did not know how their names came to be in the valuation roll as joint tenants of the premises. He had one life insurance policy with the Prudential Company for £500, and which had been going on for about two and a half years. He had been paying £40 a year in income tax, and he could do nothing else but pay it. All the documents, books, and papers in connection with the business had been handed over. He had no money in the house or bank. There was a horse in his premises at present, but that belonged to Mr Brown, Culraven, he having got it at so much per week till he was finished with it, and there was a written agreement regarding it. There was also a motor bus belonging to Mr Hannah, Angel Hotel, for which he had to pay so much a month, and for which there was also a written agreement.

The examination was closed and diet fixed for debtor to sign his deposition.

The state of affairs showed liabilities £1310, 17s 9d, and assets £409, leaving a deficiency of £901, 17s 9d.

#### ADVERTISED GOODS THAT APPEAL.

Whether you shop in person or by post, please mention the "Advertiser."

ex 1923 Kirkcudbrightshire Advertiser

Fortunately sons Allan and William were able to continue the business based on motor transport, using Fleetvale as their base. They developed a successful business with an emphasis on coaches and bus tours. In 1929 they applied for permission to convert the old stables at Fleetvale into lock-up garages. Fleetvale became the base for the Campbell's taxi service. The company owned 4 or 5 taxis. The lower part of the building (now Spar) also housed the hearse and funeral coach. A large shed at the back was used to clean and wash the buses.

## Campbell's Motor Services

DAILY SERVICE BETWEEN GATEHOUSE & KIRKCUDBRIGHT VIA BORGUE SHORE.

Regular Service operated between Gatehouse Town and Station.

TOURS OPERATED REGULARLY FROM FLEET VALE GARAGE, GATEHOUSE.

ALSO STATION CORNER, KIRKCUDBRIGHT. PRIVATE TOURING PARTIES CATERED FOR. OPEN & CLOSED PRIVATE CARS FOR HIRE.

Time Tables on Application. PHONE 31.

W. & A. CAMPBELL,  
FLEET VALE GARAGE,  
—GATEHOUSE.—

1934

## J. J. AITKEN & CO., LTD.,

TONGLAND GARAGE, Phone 115 KIRKCUDBRIGHT.

Branches—Deeside Garage, Kirkcudbright. Phone 13.

Anwoth Garage, Gatehouse-of-Fleet. Phone 267.

Every facility for the Complete and Economical Maintenance and Repair of your Car or Commercial Vehicle. Modern Methods and Equipment, including Hydraulic Lifts and the Newest High-pressure Greasing Plant.

ANY MAKE OF CAR SUPPLIED.  
Distributors for B.S.A., Citroen, and Jowett. Stockists for Austin, Ford, Morris, and Singer. Fordson, Commer, and Jowett Commercials.

OF SPECIAL INTEREST TO FARMERS.  
Why not have an actual working demonstration of the famous Fordson Tractor on your Farm? Write, phone, or call and we will make arrangements to suit your convenience.

RADIO.  
Agents for Leading Manufacturers. First-Class Battery and Repair Service always available.

1938

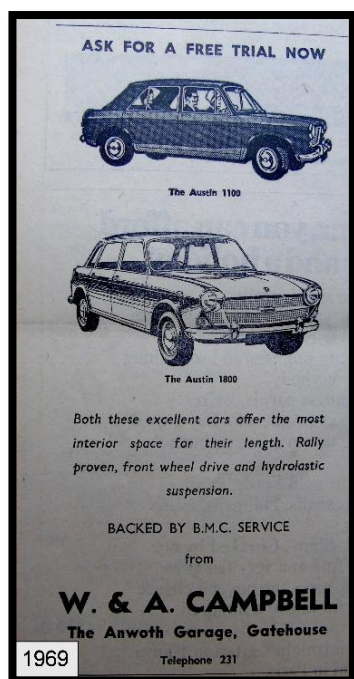
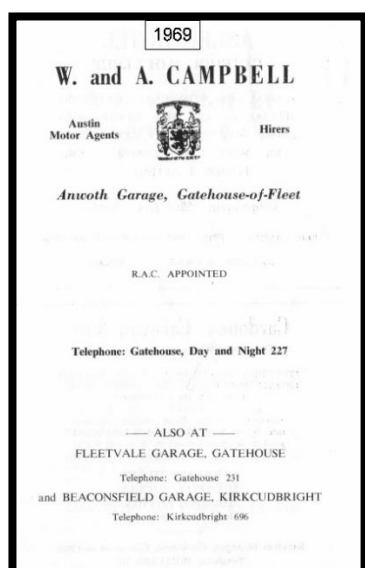
1938



In the 1930's two larger garages were built in Gatehouse. The Crosbie family built a garage at Woodside, opposite the war memorial, while Aitken of Tongland opened a Garage (with 4 fuel pumps) in Fleet Street on the site of the old gas works. One of the pumps served diesel, and for a period this was the only garage with diesel between Stranraer and Dumfries so many of the lorries using the Irish ferry would fill up here. The fuel pumps were covered by a large canopy which, at night, gave shelter to 4 of the 9 Campbells buses. The individual pumps were no longer needed in the town, although the brewery pump was used by James Orr, haulage contractors who had a garage in the brewery building.

By 1950 W & A Campbell first rented, then bought, the Fleet Street garage from Aitkens, but also continued to use Fleetvale. The Campbells also started to provide garaging facilities in Kirkcudbright, at Beaconsfield Place. For a time, in the early 1950s, Campbell's also owned a garage in Corsock which Billy believes was run by one of the Kimm family - relatives from his mother's family. The garage had a petrol pump and ran a bus service between Corsock and Dumfries.

Now they had space to service cars, and also sell new cars - they were agents for Austin and sold Shell petrol.



Aerial View of Anwoth Garage

The Campbell's tours were popular and they published a booklet 'Romantic Galloway' to promote them. Their 'Mystery Tour' was very popular with locals as were their bus services to the beaches at Sandgreen, Carrick and Cardoness.

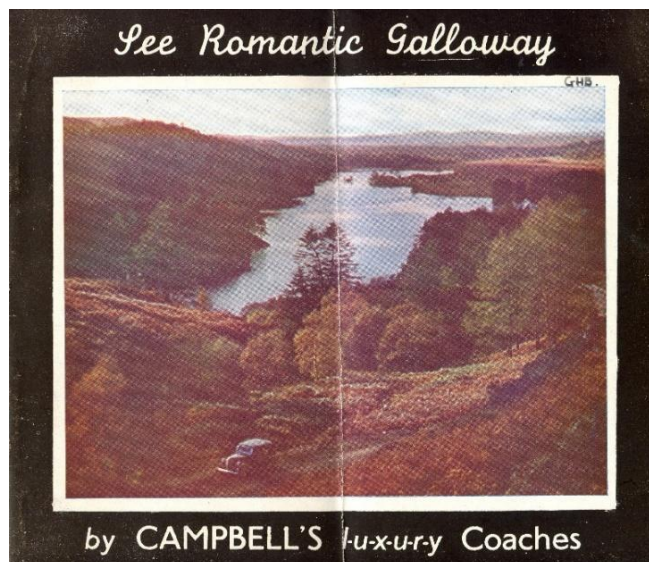


There was a twice daily service between Gatehouse and Kirkcudbright. On Saturday nights they ran 4 buses around the Gatehouse, Borgue, Twynholm areas to take people to the cinema in Kirkcudbright.

During the summer they ran a day trip to Edinburgh every Thursday and also day trips to Blackpool when the Illuminations were on display.

One bus was very unpopular. The Campbell's purchased a bus made by 'Foden'. It had a very rigid chassis and the customers complained of travel sickness, so the bus was sold.

Many club outings used Campbell's buses as transport as did the Gatehouse School. Campbell garage continued to operate in Fleet Street until the business closed in 1972 - ending a business that had run for nearly ninety years.



# W. & A. CAMPBELL

FLEETVALE  
GARAGE  
GATEHOUSE-OF-FLEET  
Telephone No. 231

BEACONSFIELD  
GARAGE  
KIRKCUDBRIGHT  
Telephone No. 96

Modern Luxury Coaches—Private Parties catered for

ROLLS ROYCE CARS FOR HIRE

## GATEHOUSE and KIRKCUDBRIGHT via BORGUE

## SS - BRIGHOUSE BAY SERVICE

	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	T.H. & S.
Gatehouse .....dep.	8.00	—	1.00	2.35	5.45	6.50	—	
Knockbex .....dep.	8.20	—	1.20	2.35	6.05	6.50	—	
Borgue .....dep.	8.30	12.10	1.30	2.45	6.15	7.00	—	
Kirkcudbright .....arr.	8.50	12.30	1.50	3.05	6.35	7.20	—	
	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.	T.H. S.O.
Kirkcudbright .....dep.	10.30	11.30	2.00	4.00	8.00	10.10	10.30	
Borgue .....dep.	10.50	11.50	2.20	4.20	8.20	10.20	10.50	
Knockbex .....dep.	11.00	—	2.30	4.30	8.30	10.30	11.00	
Gatehouse .....arr.	11.20	—	—	4.50	8.50	10.50	11.20	

\*—June, July, and August.

T.H. & S.—Tuesdays, Thursdays, & Saturdays. S.O.—Saturdays only.

### Fridays only

	p.m.	p.m.
ight .....Dep.	1.00	4.00
re .....Dep.	1.10	4.10
.....Dep.	1.20	4.20
Bay .....Dep.	1.30	4.30
re .....Dep.	1.40	4.40
ight .....Arr.	1.50	4.50

**CAMPBELL'S L-U-X-U-R-Y TOURS.** A list of tours in operation is displayed at Beaconsfield Garage, Kirkcudbright and Fleetvale Garage, Gatehouse. An advertised list for each week appears in Saturday's "Galloway News," and in the WEEKS EVENTS issued by the Galloway Publicity Association.

**From KIRKCUDBRIGHT to—**

‡Dalry.  
Keswick.  
Windermere.  
St Mary's Loch and Melrose.  
Ballantrae.  
New Abbey.  
‡Lochenbreck.  
\*Gatehouse of Fleet Station.  
\*Port William.  
‡Glenlee Power Station.  
Mulloch Bay.  
Brighouse Bay.  
Carrick Shore.  
‡Murray's Monument.  
Doon Shore.  
Sandgreen Shore.  
\*Cardoness Shore.  
Dalbeattie.  
Sandyhills Bay.

Brighouse Bay and Knockbex Shores.

\*Loch Trool (2).  
‡Ayr (1).  
\*Portpatrick.  
Edinburgh.  
‡Ayr (2).  
Thornhill.  
New Abbey.  
\*Gatehouse.  
Castle-Douglas.  
Twynholm.  
Whinnieliggate.  
Borgue.

**From BORGUE to—**

\*Gatehouse Portpatrick.  
‡Ayr.  
\*Murray's Monument.  
\*Loch Trool.

**From GATEHOUSE to—**

Borgue.  
Twynholm.  
Kirkcudbright.  
Dalbeattie.  
\*Creetown.  
Castle-Douglas.  
\*Newton-Stewart.  
Burnfoot.  
‡Murray's Monument.  
\*Loch Trool.  
‡Glenlee Power Station.  
‡Ayr.  
Sandgreen Shore.  
Knockbex.  
Brighouse Bay.  
\*Wigtown.  
Dumfries.

A good selection of Mystery Tours from each centre.



1950 Old Folks outing



School Bus

Driver : Geordie McCrone

Here, bus with number plate SW8039, is seen outside Gatehouse school. Billy Campbell (grandson of James) has traced this old bus —to Blackpool where it has since been painted green!



Each Campbell bus was painted a very distinctive blue colour as can be seen left.

Thanks to Billy Campbell for sharing his memories.