



**New Mills
Local History Society
Newsletter
Issue 42, Spring 2009**

This Issue:
*In Search of .
Roland Mower
* Book Review - The Kinder
Reservoir and Railway
*The New Mills Torrs Hydro and Torr
Mill

Meetings - Spring 2009

All meetings are held in the main hall of New Mills Town Hall, starting at 7:45pm. You may obtain easy access from the entrance on Aldersgate.

Friday January 9	Tony Swain	Lost Buxton
Friday February 13	Kevin Dronfield	Underground Tunnels of Stockport
Friday March 13	David Templeman	Mary Queen of Scots - the Captive Queen
Friday April 3	Jack Hamner	Curiosities of the Peak District
Friday May 8	Joan Powell	George Craske, Violin-maker

Please note that the meeting in April is on the first Friday of the month due to Easter.

Committee 2008-2009 (elected at the A.G.M.)

Chairperson	Gaynor Andrew	
Vice-chairperson	Barbara Matthews	
Hon. Secretary	John Humphreys	
Hon. Treasurer	Joan Powell	
Hon. Archivist	Roger Bryant	
Hon. Editor	Ron Weston	
Ordinary members	Catherine Bolton	Olive Bowyer
	Derek Brumhead	Barry Dent
	Barbara Done	Pat Evans

From the Editor

On behalf of the committee: I wish you all a Happy New Year!

www.newmillshistory.org.uk

September 5, 2008
The Creation of the Borough of Glossop in 1866
Dr John Smith

At the first meeting of the 2008-09 session, the Society once again welcomed long standing friend Dr John Smith who spoke on ‘The creation of the Borough of Glossop in 1866.’ His talk took the form of an account of the changing arrangements for local government in Glossop from medieval times through to the mid-nineteenth century, an administration which although highly piecemeal was tough, effective and flexible for its times.

John started in 1157 when the abbey of Basingwerk in Flintshire received extensive grants in Longdendale from Henry II, which included the manor and church of Glossop. The abbot became the lord of the manor. Towards the end of the fifteenth century, the abbot leased all his rights in the manor to the Talbots, Earls of Shrewsbury and it was thus natural that, on the dissolution of the monasteries in 1537, Henry VIII granted the possessions to the Talbots. In 1606, the youngest daughter married Thomas Howard, Earl of Norfolk and the Talbot possessions passed to the Howards, Earls of Arundel, who later became the Dukes of Norfolk. Part of her dowry was the manor of Glossop which remained in the Norfolk's possession until it was sold in 1926.

At this time, local administration was carried out by the manor court which had a jury of between 13 and 15 men and all took their turn on this. In a custom-dominated society it enforced the Lord's rights¹ and appointed the Constable and his assistants, the ‘Headbarrows’. The constable, unpaid as the others also were, was probably the the busiest of the officials whose main job was to keep the peace, arresting people and bringing them to trial in Derby. He had many other duties, and reported to Quarter Sessions as to how all the systems were working. These onerous and unpaid posts were changed annually and everybody took turn.

Then there was the parish meeting which took place on Easter Tuesday and appointed the two Churchwardens, who were also partly unpaid local government officers. Poor relief was so important that it had its own special officer, Overseer of the Poor (established 1597/98). However, all these jurisdictions were subordinate to the Justices of the Peace and the Quarter Sessions. Justices of the Peace, drawn from the gentry and often magistrates, were created in 1361 and came to deal with a vast range of civil administration matters which included setting the county rate, overseeing local rates such as the poor rate and land tax, and confirming appointments of township and parish officers,

¹ marvellously described in *The Black Death* (Wiedenfeld and Nicolson, 2008) by John Hatcher.

and the supervision of highways and bridges. In 1700 there were none from Glossop.

In 1601 the Elizabethan Poor Law Act made the parish the civil unit for poor law purposes, and the cost of maintaining the poor was raised by a local tax, the poor rate, for which overseers were appointed. Administration was carried out by the vestry which laid the church rate and appointed officers - the sexton, clerk, constable, headborough, churchwardens, and overseers of the poor who made disbursements to the needy and supported the social casualties. As well as the manor and parish there were the townships each of which ran its own road system. Everybody could be called out to do four days 'Statute Labour' on the roads and each township provided a Surveyor of Highways.

The vestry, working in partnership with the Justices of Peace, played an important part in local government well into the nineteenth century, until Glossop became a borough. The origin of vestries was the lay participation in the governance and business of the church. It consisted of a select body of men, a self-perpetuating body generally in the control of the larger land owners. In the nineteenth century when the growing population and changing character of Glossop produced new problems of local government, the vestry had to adopt to the new circumstances and take over new civic duties, particularly with the influence of the new mill owners and other newcomers. In 1835 it opened a workhouse with just over 40 inmates, and John spent some time describing the conditions in the workhouse. With more civic duties loaded upon it the vestry became almost impossible to govern, but it was not until 1894 that the Local Government Act transferred the civil functions of vestries to the new parish councils and parish meetings.

Meanwhile in 1834 the Poor Law Amendment Act ended the system of parish relief and the overseers and churchwardens were replaced by the Board of Guardians, an elected body which originally consisted mainly of former vestrymen. The Board took over the assessment and collection of the poor rate, relief of the poor and registration of births. Highways and constable still levied their own rates and administered other piecemeal aspects of local government. In 1839 policing was taken over by the county. The maintenance of roads was carried on by the old townships, but the new turnpike roads were the responsibility of private trusts.

Nineteenth century local government in Glossop can be placed in the context of the general inadequacy, nationally, of the piecemeal organisation dealing with the new urban areas in the country. Manor court, parish meetings, vestries, quarter sessions and an array of individuals, often unpaid and responsible for various basic public services, were now quite inadequate to govern a growing industrial town, still struggling under an ancient system of local government. During the 1840's and 1850's the national government began to get a

grip with the new urban England that was overwhelming the old administrations. Special Acts and bodies speeded up the change in towns like Glossop, such as the Vaccination Act, the Market Act, the Gas Act and a Burial Board. However, the new municipal spirit failed completely in the provision of a water supply. With the growth of the town and erection of mills, water supply in the nineteenth century became a contentious problem in Glossop. The Duke of Norfolk in the 1830's had partly financed a supply of water through a private company and in the 1850's adapted an old mill lodge and laid down pipes in the town.

Disputes about the supply continued and partly contributed to the demand, particularly from influential industrialists such as Francis Sumner, owner of Wren Nest Mill for the creation of a borough whereby all public services could be municipalised. Such men found themselves in collision with the old established order represented by the Howard family. A further push towards self government came with the cotton famine in the early 1860's when the government granted £20,000 to finance useful public works to relieve the unemployment position. The obvious solution was to petition the Queen for a Borough Charter, which was granted in October 1866. Elections followed in December. Eleven of the twelve elected councillors were millowners or cotton manufacturers, and five of these immediately became alderman.

Millowners, who had previously been merely influential in the vestry, Quarter Sessions and Board of Guardians were now, through the Council, dominant in executive power and they used this new authority to introduce politics and municipalisation proper. The Howard benefactions had ended. The Lord Howards, although still owning most of the land within the borough, were reduced to receiving a steady income from their customary rights (over £10,000 a year) in return for which they controlled the market, supplied and charged for a proportion of domestic water, and maintained the Town hall for public use. They emerged only occasionally for ceremonial duties. It was no wonder, therefore, that the family sold the manor in 1926. Two lorry loads of archives going back seven hundred years were taken away and burnt.

Members are referred to the superb book written by John Scott, John Smith and Dennis Winterbottom, *Glossop Dale, Manor and Borough*, published in 1973, to which this account is indebted.

Derek Brumhead

October 10, 2008

Railways south of Manchester - Ian Moss

For over thirty years, Ian Moss has taught transport history to W.E.A. and Extra-Mural classes in the region, particularly specialising in railways and canals. This talk to the Society did not focus on the railways south of Manchester as the title suggested, but also considered the routes from the east. He was thus concerned with the lines built and operated by companies whose names have been consigned to history by first 'British Railways' then 'British Rail' and now 'Network Rail': viz the Manchester, Sheffield and Lincolnshire Railway, the London and North Western Railway, the North Staffordshire Railway, and the Midland Railway. All these famous companies pioneered routes into this region. Ian took us over most of the routes, illustrated with slides taken mostly some years ago, so there was a strong element of nostalgia as well as railway history in seeing views of long lost stations and other railway infrastructure. Ian has a wide knowledge of transport history of our region and a felicitous and idiosyncratic method of delivery with amusing asides and comments, often carrying information of an unusual kind.

Derek Brumhead

November 14th

Mellor-Three Hills and Two Valleys - Ann Hearle

Ever since the Mellor dig began ten years ago, no season of excavation has passed without the announcement of some sensational find or other. With the discovery of amber beads from a Bronze Age necklace in Shaw Cairn, 2008 has been no exception. Without doubt, the Mellor hill-fort is now a site of national importance.

In this her latest talk to the Society, Ann Hearle chose a chronological theme, beginning with the Mesolithic period (8,000 - 4,000 BC). At this time, hunter-gatherers made occasional visits to Mellor hill-top, no doubt using it as a vantage point to seek out the deer that were their principal food supply. A few scraps of worked flints, including the arrow and spear points known as microliths, provide the sole evidence of the presence of these hunters. The provenance of the flint from which these tools were made is the chalkland of the Yorkshire and Lincolnshire Wolds - proof of trading and long journeys even in those far distant times.

A beautifully-worked chisel, also derived from flint gathered from the Wolds, represents the age of the first farmers, the Neolithic people who occupied the Peak District shortly after 4,000 BC.

The Bronze Age (2,500 - 800 BC) is richly represented at Mellor. Apart from the amber necklace already mentioned, a flint dagger was also found, together

with slag and crucible fragments which provide evidence of the smelting of copper and perhaps other non-ferrous metals. The necklace is a high status artefact, which suggests that there was a source of wealth derived from trading or metal-working at Mellor.

The occupation of Mellor hill-top in the Iron Age (800 BC to 80 AD) involved the construction of a spectacular hill-fort, whose inner and outer ditches, ramparts and defended entrance have been firmly established by excavation. A series of round houses has also been discovered by the careful excavation of ditches, post-holes and pits. A replica hut has been constructed on site. One of the most treasured finds from this period is the Mellor Pot, skilfully assembled from fragmentary pot sherds found in the outer ditch. This, together with all the other notable finds, is on display at the museum in Stockport's market place.

The variety of finds from the Romano-British period (c.80 - 400 AD) suggests a domestic rather than a military settlement. There are brooches of high quality and pottery, some of it from as far away as Roman Gaul (modern France). Perhaps the age-old tradition of trading continued to bring prosperity to Mellor in Roman times.

The period between the departure of the Roman legions and the Norman Conquest in 1066, popularly known as the Dark Ages, is as poorly represented at Mellor as anywhere else. This is mainly due to the fact that until the eleventh century the Anglo-Saxons rarely built in stone and often did without pottery. Thus, their occupation sites are difficult to discover. Mellor church has an Anglo-Saxon font which has been dated to the late period, but this portable object does not prove the existence of a church at Mellor at this early date.

The discovery of four rows of massive post-holes within the inner ditch of the hill-fort, with a radiocarbon date lying within the 11th- 13th century, strongly suggests the existence of an aisled timber building - the first Mellor Hall perhaps - lying where one might expect it to be: next to the church. An array of medieval pottery and a uniquely-shaped spearhead fully confirm medieval occupation alongside the fourteenth century Mellor church with its pulpit dating to 1340.

Thus, Ann's theme was continuity of occupation on Mellor hill-top from the earliest times. The last decade of excavation and ancillary investigations at Mellor is a triumph of volunteer, community effort working in harmony with professional expertise. Ann's admirable presentation was in perfect keeping with the high standard of achievement one has come to expect from Mellor Archaeological Trust.

We in New Mills should be very proud of our neighbours.

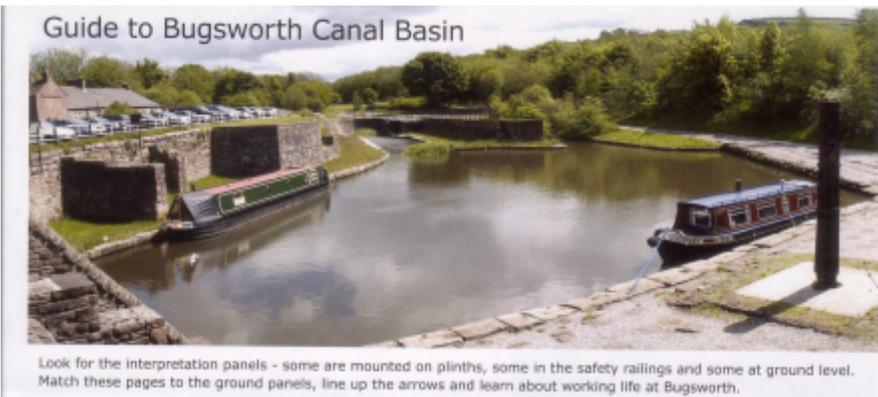
Ron Weston

December 5th, 2008
The Restoration and Future of
Bugsworth Canal Basin
Ian Edgar MBE and Don Baines

It is often stated that without the work of volunteers, public life in this country, in every sphere, would grind to a halt; the rescue of the canal basin at Bugsworth and its final restoration to working life is surely a testament to that. Ian Edgar explained that when the project began in 1968, it was opposed by British Waterways, but over the years there was a change of heart and this body is now an enthusiastic partner. This has been the pattern of events over the last four decades: many public bodies have been persuaded to lend financial support and some of them, together with private benefactors, have also contributed materials such as building stone from the farmhouses which were demolished to make way for the by-pass. Thus, apart from manual work, the volunteers were required to contribute many other skills, including writing successful begging letters, building good working relationships and, not least, the ability to scrounge.

Ian Edgar's presentation took us through the phases of restoration of the basins, wharves and canal-side buildings. At every turn, the prevention of leaks has been the greatest and most frustrating bugbear. Only the tremendous resolution of the volunteers over the years and their determination to overcome every obstacle and disappointment has brought about this marvellous restoration. The future of Bugsworth Basin lies with tourism. As an ever-increasing stream of visitors adds prosperity to our area, many will also benefit from the experience of this historical reconstruction. Now there is the prospect of the restoration of Peak Forest Tramway, which will extend historical knowledge and visitor interest to Bugsworth and beyond.

Ron Weston



In search of Roland Mower

Our signposts are interesting things. In the course of inspecting and maintaining them, I became interested in the identity of “R. Mower, New Mills”, whose name appears on the back of our 10 best-looking cast-iron plates and one or two cross-plates from the period 1906-1912. A further 10 from that period are no longer with us.

I'd also come across the name Thomas Mower in our earliest minutes of the Society's meetings at The Athenaeum, Manchester in 1894-5, where he was listed as our one-and-only “Footpaths Inspector”. Bill Johnson had also been curious and had obtained the 1901 Census data on the Mowers and one of Thomas's letters from 1908, which he kindly passed on to me.

Yesterday, after a wet morning above Hayfield replacing cross-plate 29 (one of Roland's) with the help of Clarke, I beat a retreat to the local history section of New Mills Carnegie Library to look at Kelly's Directories of Derbyshire, etc, which gave Thomas's occupation in 1895 and described him as “of Newtown, Cheshire”. I then called in at 45, Market Street, the Mowers' home in 1901 but rebuilt as a shop in 1913, en route to the Local Heritage Centre whose Dr. Derek Brumhead I spoke to in the evening. Today I phoned the library again and was able to speak to Margaret, who together with Katherine is their acknowledged local history expert.

So far I've discovered that Thomas was born at Chapel-en-le-Frith in 1840 and that by 1901 he was the Relieving and Vaccinations Officer of the Hayfield Union (which covered New Mills and the workhouse at Low Leighton). So he was one of the “new middle class”. He had a wife Emily, born in Huddersfield, and just two daughters and two sons. By the 1870's England's “new middle class” were in the vanguard of birth control so that they could afford to pass on their advantages to their children through the costly process of educating them. The younger son was Roland, our “R. Mower”, who in 1901 was 20 and a “Mechanical Engineer's Clerk”. Roland later became his father's assistant at PNFS, as shown in our year books. From 1906 he was designing our signpost plates and putting his name on them.

By 30 December 1908, Thomas had moved and was writing a letter from Torr Street to M. Moon at King St., Manchester, about that year's four new signposts (numbers 33-36), vandalism to number 21 in the Edale Valley (currently vandalised but no longer ours), severe erosion on the Snake Path (approx. 300 hikers had used it on the Bank Holiday and the PNFS hired men to repair it), a school display of seven maps showing the Walshaw Dene footpath (Hebden to Haworth), etc. Thomas died in 1915 age 75, but what of Roland?

Roland remains elusive. There were 4 foundries in New Mills according to Derek and Margaret. Longsons made grids and manhole covers; Higginbothams made lampposts; Hawthorns, where my great uncle John Lowe worked in

the early 1900's, made a range of engineering products; and we think that the fourth was called Armfields. Roland presumably designed the plates then got them made at one of these or a smaller foundry. He had dropped out of our year books by 1913. He is not listed among the New Mills War Dead, nor is there any record of his marrying in England and Wales in the period up to 1920. Most of the boys and men who survived The Great War and the Influenza Epidemic would have been married soon after. The lack of a marriage or death record for Roland may be due to some transcriber misreading and misrecording his name. We may never know, but Margaret is on the case and so am I, so watch this space...

David Morton

Signpost 29 finds its way home

It started with an email from one of our Inspectors, Brian Gerrard, asking if we knew anything about a sign found in the garden of Rabin's Opticians of Urmston. I knew that Dave Morton had recently refurbished sign 2 and had been in search of the missing cross plate, sign 29. The cross plate, a very heavy cast iron one made by R Mower of New Mills (see above), had somehow found its way from a hillside near Hayfield to Urmston, 15 miles away as the crow flies. Quite how it got there we shall never know.

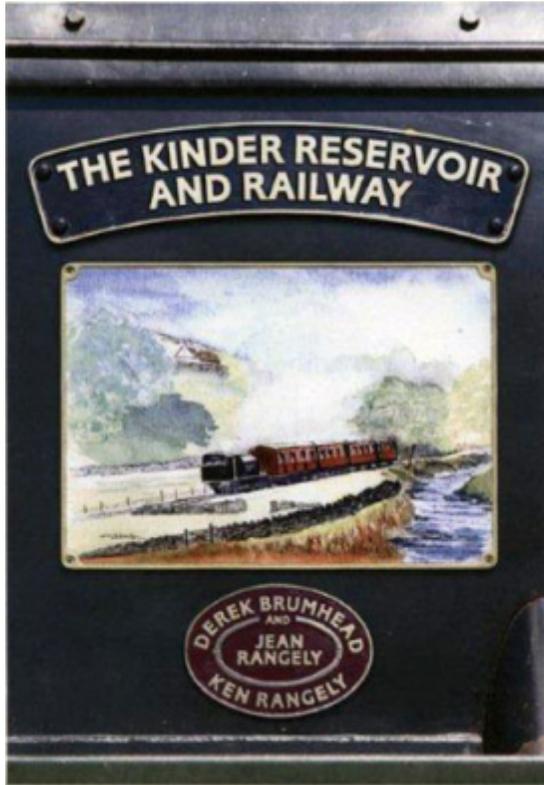
Thanks to our excellent signpost records Dave was able to confirm that the signpost was one of ours. A few emails and a trip to Lostock, Bolton, where Brian lives, and the sign was returned to Taylor House for refurbishment. On Friday 11th April, just 6 weeks after Brian's email, sign 29 was replaced to again guide walkers the 1½ miles to Hayfield.

Clarke Rogerson

Both extracts reproduced with permission from Signpost, Newsletter of the Peak and Northern Footpath Society, Spring 2008, and brought to our attention by Margaret Bryant. Details of the PNFS can be found on their website - www.peakandnorthern.org.uk.



Book Review
The Kinder Reservoir and Railway, by Derek Brumhead,
Jean Rangeley and Ken Rangeley.
New Mills Heritage Centre, 2008. £15.00.



Civil engineers figure prominently in the pantheon of heroes of the Industrial Age: men such as Telford, Brunel, Brindley and Stephenson. It is the colossal scale of their works - canals, railways, bridges, docks and lighthouses - that capture the imagination, particularly when one appreciates the great tonnages of earth, stone and metal that had to be moved and shaped, the enormous labour force, both skilled and unskilled that had to be amassed and organised. Then there was 'the vision thing': the sheer audacity of those 'miracles' of engineering and the acts of faith of those who ventured their capital in such daring and risky enterprises.

The provision of water supplies to the great conurbations came later - in the late nineteenth and well into the twentieth century - but these engineering

achievements, particularly the construction of the dams that visitors to the Scottish Highlands, Lake District, Pennines and Wales still marvel at today, are no less impressive than the works of the celebrated pioneers.

The story of the building of the Kinder reservoir, its setbacks, false start, disappointments and ultimate success, exemplifies the tribulations, disasters and triumphs attending a host of civil engineering projects of that period: but let the Preface speak for itself:-

In 1899, Stockport Corporation acquired the ownership of the Stockport and District waterworks Company and became responsible for the town's water supply.

The new waterworks committee immediately set about investigating how additional supplies of water might be provided, and after taking advice, decided that a new reservoir should be built in the Pennine hills to supply Stockport. This reservoir was to be sited two miles upstream of the village of Hayfield at the head of the Kinder valley below the scarp of Kinder Scout, and an agreement was signed with an experienced contractor, Abram Kellet Ealing, to build it. The subsequent history of the construction of the waterworks and its associated railway, which required two Acts of Parliament, is a saga of extraordinary complexity involving severe geological difficulties; changes in design from a masonry to an earth dam; the death of the consulting engineer and the resignation of his son who succeeded him; litigation between the constructor and Stockport Corporation involving large sums of money; the unilateral termination of the contract by the corporation and a decision to build the reservoir itself; the employment of a workforce numbering over 700, mostly navvies, many of whom required accommodation locally or brought their own huts with them; and a special train to carry them to the dam site from Hayfield. Taking over nine years to complete, the project; despite being greeted initially with consternation by the local population and resulting in enormous upheaval to village life, eventually was a triumph for the corporation, its consulting engineers, and its highly competent and dedicated managerial labour workforce.

The authors and their publishers are to be congratulated on the production of an extremely attractive volume, with 120 photos, mostly in sepia, and its many clearly-reproduced maps and drawings. It is a fitting celebration of a great engineering achievement, just one of several in our area, notably in the valleys of Longdendale and the upper Goyt, that we are prone to take for granted nowadays.

Ron Weston

The Local Historian

These issues have been placed in New Mills Library and include the following:

February 2008

Anne Tarver 'English church courts and their records'.

Philip S Brown and Dorothy N Brown. 'Operative brickmakers in Victorian brickyards.'

Barrie Trinder. 'Food in probate inventories 1661-1750'[particularly Shropshire].

Christopher French. 'From the British Hollywood to the Garden Suburb: a review article on localities, buildings and communities in Greater London'.

Evelyn Lord. 'A review of articles in journals and periodicals 2006-2007'. [Includes an article by C Leivers on 'The Modern Ismaels ? Navy communities in the High Peak (Manchester- Sheffield Railway)', *Family and Community History vol 9 no 2, November 2006*].

May 2008

Caroline Barron. 'Searching for the "small people" of medieval London'.

Steve Hobbs. 'The abstracts and brief chronicles of the time': memoranda and annotations in parish registers 1538-1812'.

Rosemary Hall. 'The vanishing unemployed, hidden disabled, and embezzling masters: researching the Coventry Workhouse registers'.

Patricia Knowlden. 'A Kent market town and the Great Rebellion: Bromley 1642-1660'.

Evelyn Lord. 'Reviews Editor's round-up for 2007'.

August 2008

Elizabeth Gemmill. 'Ecclesiastical patronage of the laity in later medieval England'.

A D Harvey. 'Parish boundary markers and perambulations in London'.

Jan Shephard. 'Cadney cum Howsham: an early enclosure document from Lincolnshire'.

Catherine Switzer. '“Letters of imperishable gold”': lists of names in the experience and commemoration of the Great War'.

Jacqueline Fillmore. 'Local History internet sites: an update for 2008'.

Peter Searby. 'Review article: local communities in wartime'.

The New Mills Torrs Hydro and Torr Mill

As most members will know, a working hydro electric power scheme has been built in the Torrs gorge. In June 2008, a reverse Archimedes screw twelve metres long, two and half metres wide and weighing ten tonnes arrived in the town on a low loader. Since there was no road access, in a spectacular operation it was winched over the 30 metre high Union Road bridge into the Torrs gorge. It has been installed on the site of Torr Mill, a former cotton spinning mill, making use of the fall of about 20 feet over an adjacent weir which powers the inclined screw generating about 75 KW of electricity (output distributed about 63 KW). It started running in the last week of August and the output is used by a local supermarket and any surplus fed into the National Grid. A fish ladder has been provided.

The scheme is an interesting case of the modern re-use of the eighteenth century water power site. Torr Mill,

was opened on this site at the confluence of the river Goyt and river Sett in the 1790's, when it was not much larger than a barn. This mill took water from directly above the large weir and excavations exposed the arch where this water entered the mill. This entrance was suspected to exist but had never been seen before.

When the mill was enlarged in the 1840's (steam power was also introduced) it then took water via a leat from upstream in the river Goyt which, after running under Church Road bridge, crossed the river Sett by a trough to power a broad waterwheel set deep down in the basement of the mill. Excavations not only exposed the arched entry of this water into the mill and the tailrace tunnel under Union Road bridge, but also part of the of the original wheel with its iron rim and wooden spokes. These are being preserved and it is hoped will be on display in the Heritage Centre.

An interesting aspect of the scheme by Water Power Enterprises which cost £300,000 is the way it was funded. There was a grant of £135,000 and a £61,000 loan, but the rest was raised through a share offer taken up by around 200, mainly local, people. Any such hydro-electric power scheme obviously



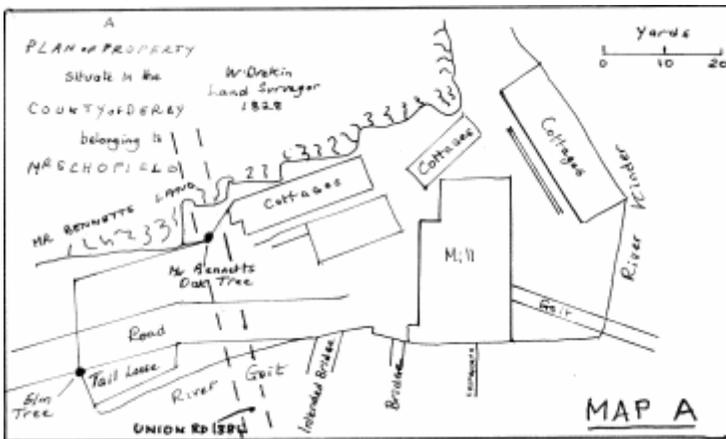
depends on a suitable site, and the water drop height and volume per second. The North-West region with its climate and hilly topography and countless streams and rivers is ideal for future schemes. It is interesting to speculate what the wheelwrights and millwrights establishing the early rural cotton mills in the late eighteenth and early nineteenth centuries would make of this 21st century use of one of their water power sites.

Admittedly, this is only a nod in the green direction, but a very impressive one adding to the existing attractions of the Torrs. If one visits the site one can see at the foot of the screw two bricked-in windows which have been exposed by the excavations. These appear to be the exterior basement windows of the original late 18th century mill which were hidden when the mill was enlarged. It is hoped that some way may be found of preserving these.

This leads us to another interesting fact that the present foot bridge over the river Goyt (below Union Road bridge) was relocated about the time that the mill was enlarged. It used to be a few yards nearer the weir but was moved to its present position to make room for the new mill. The old bridge and site of the new bridge is marked on the sketch map (Map A). A sequence of maps illustrates the changes.

1828 (Map A)

A plan of Torr Mill belonging to Mr Schofield in 1828. The weir and original footbridge (A) over the river Goyt is shown. The bridge marked 'intended bridge' (B) is the one there at present, built when the mill was enlarged in about 1846 when steam power was introduced (the chimney has this date on it). The line of Union Road bridge opened in 1884 has been added.



1841 (Map B)

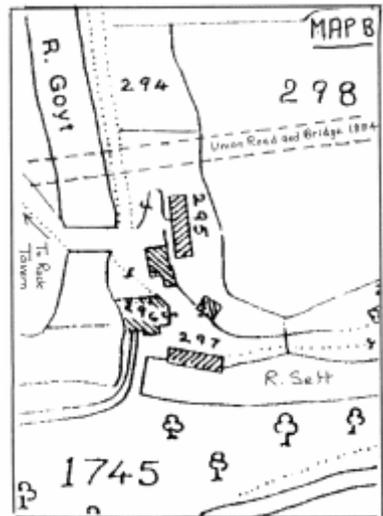
Enlarged extract from New Mills tithe map 1841 (drawn by Ron Weston) showing Torr Mill. The layout of the buildings is the same as the plan of 1828. The line of Union Road bridge opened in 1884 has been added.

Plots:

295 Four cottages (1 empty) and a warehouse

296 Cotton mill and yard

297 Six cottages (1 empty)



1896 (Map C)

Copy of extract from the OS 25 inch map (reduced) of 1896, showing the enlarged mill which had been built in the mid-19th Century. The mill was burnt down in 1912 when it was still in the ownership of the Schofield family.

