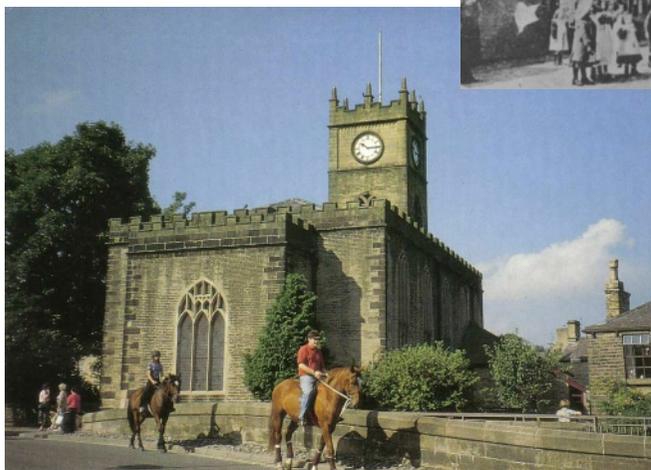


New Mills Local History Society

NEWSLETTER 60



Spring 2018

From the Editor.

Dear Friends,

Derek Brumhead is to be congratulated on two counts. Firstly, he found us some excellent speakers to fill our programme for 2017. Secondly, his own “New Mills Festival Lecture” was an outstanding performance.

I'd also like to record my appreciation of someone whom you may not have heard of who nevertheless makes an important contribution to the success of our Society. This is Richard Barclay, the Print Manager at New Mills School, who makes such an excellent job of printing our publications. Derek's latest book, “Lost buildings of New Mills”, is a case in point.

On behalf of the Committee, I wish you a healthy and prosperous New Year!

Ron Weston.

Committee 2017-2018

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Cover photos: St.Matthews Church, Hayfield (from our Archives, N09121, N09194, N09142).

Andrew Carnegie. His Philanthropy and Libraries: Vision for the future.

Simon Cork, 8 September 2017

Andrew Carnegie was born on November 25, 1835, in Dunfermline, Scotland, and emigrated to the United States with his parents in 1848 at the age of 13. They settled in Allegheny, Pennsylvania, and Carnegie went to work in a factory. The next year he found a job as a telegraph messenger. Later, in 1851, he moved up to a telegraph operator position. He then took a job at the Pennsylvania Railroad in 1853 and worked as the assistant and telegrapher to Thomas Scott, one of the railroad's top officials. Through this experience, he learned about the railroad industry and about business in general.

While working for the railroad Carnegie began making investments. By the 1860s he had investments in railroads, railroad sleeping cars, bridges, and oil derricks. He accumulated further wealth as a bond salesman, raising money for American enterprise in Europe. Carnegie led the expansion of the American steel industry in the late 19th century. He built Pittsburgh's Carnegie Steel Company, which he sold to J.P. Morgan in 1901 for \$480 million. It became the U.S. Steel Corporation.

Carnegie is often identified as one of the richest Americans ever. He devoted his later life to large-scale philanthropy, with special emphasis on creating local libraries. He became a leading philanthropist in the United States, and in the British Empire. During the last 18 years of his life, he gave away about \$350 million to charities, foundations, and universities almost 90 percent of his fortune. His 1889 article proclaiming "The Gospel of Wealth" called on the rich to use their wealth to improve society, and stimulated a wave of philanthropy.

An avid reader for much of his life, he donated approximately \$5 million to the New York Public Library so that the library could open several branches in 1901. Some of the slides Mr Cork showed were of Carnegie libraries in the USA. It is said that more than 2,800 libraries were opened with his support (of course New Mills is one), Carnegie also wrote several books and numerous articles. His 1889 article "Wealth" outlined his view that those with great wealth must be socially responsible and use their assets to help others. This was later published as the 1900 book "The Gospel of Wealth".

With the fortune he made, he built Carnegie Hall and the Peace Palace and founded the Carnegie Corporation of New York, Carnegie Endowment for International Peace, Carnegie Institution for Science, Carnegie Trust for the Universities of Scotland, Carnegie Hero Fund, Carnegie Mellon University and the Carnegie Museums of Pittsburgh, among others. Besides his business and

charitable interests, Carnegie enjoyed travelling, meeting and entertaining leading figures in many fields. He was friends with Matthew Arnold, Mark Twain, William Gladstone, and Theodore Roosevelt.

Mr Cork explained that his interest in Carnegie came from a masters degree dissertation and he delivered his interesting illustrated talk with great efficiency and knowledge.

Derek Brumhead

NEW MILLS FESTIVAL LECTURE

The Torrs: Past and Present

Derek Brumhead, 18th September 2017

It is no exaggeration to claim that New Mills owes its very existence to the Torrs, the sandstone gorge at the heart of our town. What better way to begin this account of “The Torrs: Past and Present” than to explain its creation? Derek began by showing us maps and diagrams illustrating the post-glacial events that sculpted the Torrs from the sandstone, which enabled the rivers Goyt and Sett to meet and flow rapidly through the gorge, thus creating ideal sites for the construction of water-powered textile mills.

The hamlet that had developed on the River Sett just above the Torrs around a corn mill “The New Mylne” in medieval times gave its name in the nineteenth century to the collection of cotton mills and workers’ houses that had grown up in and around the Torrs.

As the nineteenth century wore on, the Torrs became as much an obstacle as an asset to the town. First there was the growing problem of access into the Torrs, with horse-drawn carts having to make the precipitous descent and ascent to serve the mills. Secondly, the Torrs itself had to be crossed by rail and road. The magnificent railway bridges, tunnels and retaining walls built in New Mills during the Railway Age were largely the result of having to overcome the major problem of negotiating the Torrs.

In 1883, the solution to the linking of the roads on either side of the Torrs without having to descend into it came with the building of the Union Road Bridge. Eventually this allowed Newtown on the Cheshire side of the River Goyt to become an integral part of New Mills.

Derek then turned our attention to the mills themselves, explaining how our knowledge of them has been improved in recent years by research. As an Industrial Archaeologist, Derek has played a major role in conducting these researches. He has made these findings available to the public at the Heritage Centre and in his books published by our Society.

In the decades following the First World War, the Torrns suffered increasing neglect and decay as one by one the mills closed and the inhabitants of the largely sub-standard houses moved out. In 1974, New Mills Town Council became part of the newly-created High Peak Borough Council, an event that coincided with the decision to make a compulsory purchase of the Torrns. The remains of the buildings were made safe, vegetation cleared and access roads secured and “The Park Under The Town” was officially opened. A new phase in the development of the Torrns had begun.

Once made accessible again, the Torrns has continued to play a part in the life of the town. The Millennium Bridge has received national recognition as a bold and imaginative engineering conception. More recently, the Archimedes Screw, installed to harness water-power once again, but this time for the generation of electricity, is a concept that links the town’s past to the present.

Derek explained that during the excavation on the site of Torr Mill to house the Screw, the former headrace and tailrace of the water-wheel of the former mill was unearthed, thus adding to our knowledge of this early industrial site.

Derek ended his stimulating talk by referring to the unfortunate rock-fall in 2016, which now prevents a direct route through the Torrns. The likely solution will be a new foot-bridge over the River Sett to by-pass the obstruction. It seems that in New Mills we are always looking for an excuse to build another bridge.

Thanks to Derek’s immense talents as a captivating speaker, the Festival Lecture has become one of the highlights of the town’s programme of events. He tells us that 2017 is to be his last. It will be sorely missed.

Ron Weston.

Mary Queen of Scots: The Captive Queen in England David Templeman , 13th October 2017

Although Mary Queen of Scots has been researched and written about extensively, surprisingly little has been written regarding the places where she was held captive. David Templeman has studied this aspect of Mary's life for several years and though his research is ongoing he has paused to write a book on the story so far. His book “Mary Queen of Scots The Captive Queen in England 1568 -1587” was also the title of his talk.

Once Mary had escaped from Scotland in 1568 she was put into “protective custody” by order of Queen Elizabeth, a duty carried out by Lord Henry Scrope, Governor of Carlisle Castle and Sir Francis Knollys, one of Elizabeth’s Privy Councillors. Elizabeth had been warned by her chief advisor, Cecil, that Mary was “one of the cleverest women in Europe, supported by all that was

discontented in England and Scotland and all that was distinctively Catholic abroad”. Thus, Mary had to put under permanent guard quickly and far away from Scotland. After brief stays in Carlisle Castle and nearby Castle Bolton, Mary was taken south and put under the jurisdiction of the Earl of Shrewsbury with the injunction that she be “kept in the manner of a queen”.

Mary's first abode was Tutbury Castle, foul, decaying and ruinous, whose toxic latrines soon affected Mary's health. After two and a half months she was moved to South Wingfield Manor where her condition continued to deteriorate to the extent that her death was feared imminent.

Her removal to Chatsworth improved her health and it was at this time that she met the Duke of Norfolk. The couple became attached and hoped to marry. When this became known, Norfolk was arrested and put in the Tower of London.

Her fortunes took a downturn after the failure of the revolt of the Northern Earls in 1569, a plot led by the Dukes of Northumberland and Westmorland to put Mary on the English throne. After a brief sojourn at Coventry, Mary found herself back once more in the infamous Tutbury Castle.

Again she was returned to the more congenial Chatsworth until in the following year, 1570, she was removed to Sheffield Castle. Sheffield was to be Mary's main abode for the next fourteen years or so. When the castle needed a spring clean (which was frequent, owing to the large entourage accommodated there) Mary moved to the nearby Sheffield Manor Lodge, set in the grounds of Sheffield Park, one of the largest deer parks in the country. Manor Lodge, punctuated by occasional visits to Chatsworth and Buxton, where she stayed at what is now the “Old Hall”, built by the Earl of Shrewsbury especially for Mary's use near the health-giving St. Ann's Well, was surely the pleasantest of prisons.

How far Mary herself was aware of or involved in the several Catholic plots to release her and put her on the throne by force of arms is still debated by historians. The fact that all these plots proved futile is due to the assiduousness of Cecil and his effective spy network. There is no doubt the Cecil, an ardent Protestant, wanted Mary dead; Elizabeth was more equivocal.

In 1585, with Mary under increasing suspicion, the plots to release her becoming more frequent and hare-brained and Cecil more and more determined to entrap her, her life at Sheffield came to an end and the unhealthy prisons of Wingfield and Tutbury were once more employed. Her amiable jailor the Earl of Shrewsbury was replaced by the vicious Sir Amyas Paulet. It was in his custody that Mary was removed to Chartley Manor in Staffordshire (it's conditions were as bad as those at Wingfield).

The final act came in the spring of 1586 with the Babington plot. Mary's implication in the plot was "proved" by a letter discovered at Mary's lodgings, but probably planted at the behest of Cecil. Mary's fate was sealed. In September 1586, Mary made the journey to her last prison, Fotheringhay, where she was put on trial and found guilty of treason. Elizabeth signed Mary's death warrant in the following year and Cecil (now Lord Burghley) and his councillors decided to execute Mary without informing Elizabeth. She was executed at Fotheringhay on 8th February 1587.

By focusing on "the Captive Queen" David Templeman has made a significant contribution to our understanding of the complex and in many ways controversial history of Mary Queen of Scots. We were honoured to be treated to his scholarship at first hand.

Ron Weston.

Building Barton's Swing Bridges Judith Atkinson, 10th November 2017

The construction of the Manchester Ship Canal, which began in 1887, took six years to build and cost £15 million (around £1.65 billion today). When it opened in 1894, it was the largest river navigation canal in the world and made inland Manchester the third busiest port in Britain.

The course of the forty mile long canal followed the River Mersey as far upstream as its tributary, the River Irwell. The canal then followed that river into Manchester. The engineers building the canal encountered several major problems, some of the principal ones being at Barton on Irwell. The proposed line of the Ship Canal had to cross the Bridgewater Canal, the famous canal built by James Brindley over a century before. Furthermore, the Bridgewater Canal at Barton crossed the Irwell by means of a stone aqueduct that needed to be demolished. Nearby was the road bridge across the river that also needed to be replaced. The Bridgewater Canal, if it was to continue to span the new waterway, had to be carried across on a swing bridge, which when opened would allow large, oceangoing vessels to pass along the Ship Canal. This was designed to swing on a central pier, a specially constructed narrow island in the middle of the Ship Canal. To avoid the delays that would occur on either waterway by the emptying and refilling of the trough of the aqueduct every time the bridge was opened, it is swung full of water, thus increasing the weight of the aqueduct by about twenty percent. This procedure involves closing the gates on both sides of the aqueduct and the abutting ends of the Bridgewater Canal. The aqueduct is then swung until it is in line with the Ship Canal to allow

the approaching vessel through. When it is swung back again the gates are opened and the aqueduct becomes once more a continuous section of the Bridgewater Canal.

Similarly, a swing bridge was constructed to replace the road bridge at Barton. This was swung from an extension of the same central island built for the swinging of the aqueduct.

Judith Atkinson has a remarkable set of glass slides made from photographs taken at the time and now digitised for presentation to a modern audience. These photographs give us a vivid and detailed record of the stages in the construction of the swing aqueduct and road bridge. Judith, with her expert knowledge, was able to recount this building process, pointing out how various obstacles and problems were overcome, beginning with the necessary demolition of some of the houses and other properties at Barton and the diversion of the River Irwell prior to the demolition of Brindley's stone aqueduct.

She completed her presentation by using her own splendid photographs showing that section of the Ship Canal at the present time, filling in those aspects that the early photographs failed to cover.

Judith pointed out that despite the fact that the construction featured state of the art technology, much of the work was extremely hazardous and those in command showed scant regard for the health and safety of the work force, beyond building temporary hospitals for the treatment of the many casualties. Nevertheless, many lives were saved by this humanitarian gesture.

Those in the audience with associations with Manchester can surely take pride in the construction of the Ship Canal, which must remain one of the greatest achievements of a city that has accomplished so much.

A Photographic Look at Scotland's Early Railways **Ian Ford, 8th December 2017**

The history of railways in Scotland follows a similar pattern to that of England and Wales. During the Victorian era, a number of railway companies developed rail networks, competing for the most lucrative routes. After a series of amalgamations, the number of companies had been reduced to "The Big Five": the Caledonian Railway, the Glasgow and South Western Railway, the Great North of Scotland Railway, the Highland Railway and the North British Railway. With Nationalisation in 1948, all these lines were incorporated into British Rail. In 1993, following decades of decline, line closure and retrenchment, the Scottish lines were privatised, albeit with government

regulation. Since then, railways have been in the ascendant, with an ongoing programme of modernisation.

As the title of his talk suggests, Ian Ford was mainly preoccupied with showing us his splendid collection of photos of early locos, together with some waggons, carriages and early railway stations, with examples drawn from each of the Big Five.

In dealing with the early development of the railway network, Ian was at pains to point out the severity of some of the engineering problems that had to be overcome in traversing Scotland's highland landscape. Wide rivers and large lochs, hill ranges, hard rocks, wild, desolate moors were all formidable obstacles. Bad weather: strong winds, freezing temperatures and heavy snow, were also major headaches for generations of railway engineers.

Ian showed early photos of three of the most famous engineering monuments, the Tay Bridge, the Forth Bridge and the Glenfinnan Viaduct. The first Tay Bridge was destroyed in a 70mph storm.

The most dramatic photos were reserved for the end, showing the enormous snow ploughs mounted on the fronts of the locos, forcing a way through some of Scotland's mightiest snow drifts. Then, there were pictures of derailments, of locos lying on their sides at the foot of embankments. How on earth could they be raised back onto the track again? But raised they were.

These pictures of a bygone age have a popular appeal not simply because the steam age is nostalgic but also because in many respects it was also a heroic age when mighty deeds of construction were accomplished without the benefits of modern technology.

Ron Weston.

Excerpt from St. Matthew's Church, Hayfield Parish Magazine.

St. Matthew's Church, Hayfield: 2018 Celebration : An Introduction.

The year 2018 marks the bicentenary of the rebuilding of St. Matthew's. The key to this year is the date stone 1818 on the crenellated wall above the East window.

By the early 19th century St. Matthew's could not provide a positive religious experience for Hayfield and district inhabitants in two respects:

- a) the physical building was in state of dilapidated decay, and
- b) the accommodation was inadequate for a growing population. (Hayfield Census returns : 1801-792; 1811 - 1286 ; 1821 - 1338.)

It took five years from 1813 to go through the whole process of rebuilding. A final document was issued on November 2nd 1818, a small copy of which currently hangs in the church near to the incumbents' board on the stairs leading to the gallery. This shows the approved ground floor plan with pew owners and pew rents (those who paid for places) clearly identified. Excluding 'free' places the number of pew sittings in the church was 619.

Since 1818, building alterations e.g. the construction of the foyer and the removal of pews from the centre of the church, have altered the configuration and appearance of the interior. However, pews still bear their identifiable numbers (68 originally on the ground floor providing 383 sittings) as in 1818 and card name holders for 'owners' still remain on many pews. In the galleries some copper name plates survive, e.g. for Park Hall, a large pew in the N.E corner.

In 1818 there would have been no stained glass windows, all being donated after this date. The organ was not installed until 1849.

John Crummett.

New Marple Publications.

Two new publications on Marple have been published under the auspices of Marple Neighbourhood Forum ('Our Marple Plan'). They are both very attractive publications produced in A5 size with a profusion of photographs, but somewhat different in their approach and format. They are very reasonably priced at only £1.50. There is no information about their availability other than they may be for sale at Marple Bookshop. Check first.

"From Hollins Mill to Hawk Green: a Marple Heritage Walk" by Neil Charman.

This book of 20 pages has nearly 50 small coloured and black and white photographs illustrating the buildings seen on the route. Following an introduction, there is a comprehensive and substantial informative account of what can be seen on the route, which is clearly shown marked on an extract of an Ordnance Survey map with the text and photograph locations shown. The book caters for the visitor or resident who would like to know more about some of the buildings of Marple - when they were built, what were they for and what are the stories of some of the people who lived and worked in them. It gives some insight into the life in Marple during the last 200 years and the way that this has changed with time.

"The Marple Lock Flight and its Lost Railway, a canal walk through time" by John Suggitt.

This has a similar number of pages and the walk is illustrated with 44 coloured photographs, with details of the Peak Forest Canal architecture and the route of the temporary railway which pre-dated the construction of the famous flight of sixteen

locks, regarded as one of the finest in England. Between 1794 (when the construction of the locks started) until 1807 the railway (perhaps better described as a plateway) was a temporary alternative to moving the goods down from the top lock. As captions to the photographs, the route is described from the bottom to the top lock. There are three specially-drawn very clear maps showing the walking route, the route of the temporary railway and the location of the photographs. There is also an interesting additional map of the upper section of the flight of locks circa 1872.

Derek Brumhead

BARBARA DONE

Sadly we have to report the death of Barbara Done, and her humanist funeral was held at the South Manchester Crematorium on 16 November 2017. The Chapel was full and the eulogy was comprehensive as she had led such a varied life.

She was born in Leeds in April 1932, she had a good education with a bent for science and played tennis and badminton to a high standard. She worked at the Shirley Institute in Didsbury (where the 'tog unit' was developed) for a time.

Bar, as her family called her, met up with the Done family, Pat, Dick and Peter. Bar married Dick and they lived in Hazel Grove and had baby Jeff in 1960. Life was bliss until Dick went up to Glasgow to a new job in 1961 when he was killed in a road accident.

Bar joined her parents, now in Bournemouth, with Jeff. She went to university to get a degree, all the time focusing on her son's education. He later took a degree in engineering at UMIST.

She specialised as a probation officer, moved to the Wirral as Court Liaison Officer. Peter Done met up with her again, and later married her in the mid-eighties. He already had two sons.

Bar's son Jeff got married in 1982 and the wedding cake was the first of the long Peter Done production line! Bar went to work in Strangeways Prison at the time of the prison riots.

Peter and Bar later retired and moved to New Mills. They joined New Mills Golf Club and Bar became a trustee of the Volunteer Centre where she had helped. She served as Chairman of the Local History Society for several years until increasing deafness led to a diagnosis of an inoperable brain tumour. Characteristically she led life to the full, knowing the outcome and she was wonderfully supported by Peter.

We shall miss a lovely person who always tried to do good for others.

New Mills Local History Society - Meetings - Spring 2018

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.

The meeting on May 11 will be held in St Matthews Church, Hayfield (The Church Hall) at 7.30 pm. Please note the change of time. The brief AGM will precede the talk, and a short tour will follow the talk.

Friday Jan. 12	The Bamford Dams	Keith Blood
Friday Feb. 9	The Silk Industry of Macclesfield	Dr Mike Nevell
Friday Mar. 9	From Fields to Shops: the Development of Market Street, New Mills	Roger Bryant
Friday Apr. 13	Roman Manchester	Norman Redhead
Friday May. 11	A.G.M. followed by The Bicentenary of the Rebuilding of St Matthews Church, Hayfield, 1817-19	Dr John Crummett

Excerpt from St. Matthew's Church, Hayfield Parish Magazine.

**COME AND JOIN US AS WE CELEBRATE THE BICENTENARY
OF THE REBUILDING OF OUR CHURCH**

FROM EASTER SUNDAY 2018 TO EASTER SUNDAY 2019.

ALL AT ST. MATTHEW'S CHURCH, HAYFIELD.

Events will be held throughout this period, so watch out for details. The full story of the rebuilding is in John Crummett's book entitled "The Rebuilding of St. Matthew's Church, Hayfield 1817-1819: a Bicentenary Celebration in the High Peak". This is published by New Mills Local History Society at £2.50 (see page 7).

*www.newmillshistory.org.uk
www.picturenewmills.org.uk*