

Luddenden

Foot

in the 19th century

THE question may reasonably be asked by present-day residents: What kind of a place was Luddenden-foot in former years, and how came it to possess such a peculiar name. Is it Welsh or Danish in its origin? It is very probable that some Danes did once live in the Luddenden Valley, and that this place, lying at the foot of the valley, in later years received somewhat appropriately the name Luddenden-foot.

There is nothing of an ancient character about the place; it is a place of modern growth. In referring to Watson's "History of Halifax," very little is said about the village. In 1758 there is just a slight reference. It is recorded that there was a corn mill at Brearley and another at Foot, each run by a water wheel, also that there were two fulling mills at Foot and one at Longbottom, and all driven by water power.

The place was evidently brought a little more into prominence by the making of the great highway—the turnpike, or Burnley Road—in 1770 or thereabouts; by the cutting through it of the Rochdale Canal, which was completed about 1790; and the passing down the valley

of the main line of the Lancashire and Yorkshire Railway in 1840.

It may be somewhat difficult to answer all the questions that may be asked about the place, or to go far back into the misty past, but it is not the intention of the writer to attempt it; it is the intention, rather, in this brief history to record a few things of a comparatively modern character, a few of the changes known to have taken place during the last century.

In the early part of the nineteenth century newspapers were not so plentiful or so cheap as they are now. The *Halifax Guardian* was for many years the only newspaper in the town of Halifax. It started about 1832. The first issue of the *Halifax Weekly Courier* came out on January 8th, 1853. It is said that when the Crimean War was on in 1854 the price was 4d. each, some time after it was 3d., then they were reduced to 2d., and now it can be had for 1d.

What the population of the district was some seventy or eighty years back it is impossible to say, but since then it has increased considerably. In 1901 the population of the Urban District area was 3,363, but it includes a somewhat wide and rambling district. It is not expected that the next census for the village itself will reveal much of an increase, as comparatively little building has taken place during the last ten years, and empty property has been more manifest for a few years, consequent upon fires, removals, and demolition of mill property.

When writing of a locality like the area of the Urban District Council one can scarcely help wondering what the peculiar features of the district were before the idea

of Co-operation began to take hold of the people. That there have been many changes no one will dispute.

Some twenty-five years before the Society was formed things were in a very quiet way. The wool-comber and the hand-loom weaver both did their work at home. In too many cases the bedroom was then used both as a workroom and a sleeping compartment. The working-man's home in those days was not as comfortable as it is to-day. The starting of the combing machine and the power loom in the factories have taken away those branches of labour from the homestead; and thus the homes of the people have been made, and are kept much sweeter, by the removal of the smell of the grease and the wool from their cottages.

About the same time interesting changes were taking place in the locality. The Calder Valley had been chosen as the route of the new railway line from Manchester to Normanton, and in the course of a few years of active work it became an accomplished fact. Thus the old, sleepy, monotonous days were gradually passing away. The few inhabitants of the dale were greatly interested in watching the great army of navvies busy at work, pushing their way forward, cutting, carving, and boring through every obstacle to their progress, till by and by the permanent way was complete, and the new road ready for the coming of the great iron horse. The first section of the line from Normanton to Hebden Bridge was opened on October 5th, 1840, and a further section was opened when the Summit Tunnel was completed on March 1st, 1841. A branch line was afterwards constructed from North Dean to Halifax, and was opened in 1844. That

was the only line of railway then into the town. It is said that a well-known station on the main line was then designated Brighouse and Bradford. Conveyances were run from Bradford and Huddersfield to accommodate those desirous of joining the trains at Brighouse.

The Leeds, Bradford, and Halifax Junction Railway was opened on August 1st, 1854. It is said that when the line was opened in the Calder Valley it was an object of very great curiosity, the people travelled from great distances to observe the trains gliding along the circuitous valley, and that others came in order to have an early experience of the new method of travelling. Some time later the line was extended to Hull, and an excursion was run there from this district, and many availed themselves of the opportunity of seeing a seaport town. But the excursionist of to-day must remember that the convenience and comfort of the passenger then was not what it is to-day. On that occasion the trippers had not the covered coaches and the comfortable seats that we now have, but the carriages were open and breezy. Standing, not sitting, was their method of travelling. On another occasion a day trip was run to Blackpool, and on the return journey through the Summit an accident took place in the tunnel. In those days the carriages were not lit up and as pleasant to travel in as now, hence in the pitch darkness they had to remain for hours in the tunnel. Some in this district were in it, and since then have often referred to their very painful and anxious experience on that very trying night in the tunnel.

In the later years of railway excursions the company stated on their bills that the carriages would be all covered

ones. So they were, but at busy times the company brought into use a few cattle trucks, nicely whitewashed, with a few backless benches inside. Hence the tripper's choice—sit and see nothing, like a flock of sheep, or stand like the cow, and thus view the ever-changing scenery through which the train was taking them. Day trips could then be run at 2s. each to Blackpool.

When the railway trains commenced to run through this district there were only four each way during the day, and they were called "Parliamentary" trains, but in course of time their number was increased, and an express service was established. When the trains from Leeds and Wakefield arrived at Sowerby Bridge, they were joined together for the forward journey to Manchester, on their arrival it was no uncommon thing to hear the porter crying out, "Change here for 'Footit, Royd, and Brig!'"

WORK AND WAGES.

The question may be asked: What was the character of the employment in the village in its early history? It has been said that Boy Mill in its former days was a cotton mill, and that it was run by Messrs. Briggs, and that their home was at Bottoms, that in course of time they discarded the cotton business and went down Normanton way and opened a coal pit, and that they subsequently became the head partners of the colliery firm known to-day as Messrs. Henry Briggs, Son, and Co. Limited. Then, after they left the Boy Mill, it is said that Messrs. Ackroyd took it and converted it into a worsted mill, and as such it was run till their lease expired in or near 1848; and some time afterwards it came into the possession of

Messrs. R. Whitworth and Co., who, somewhere near that time, had started Cooper House Mill. About the same period there was a worsted mill at Higgin Chamber, at one time in the occupation of Messrs. Titterton, then run by Messrs. Ogden and Lumb, and after then run by a Mr. Jackson. On Friday evening, September 5th, 1856, it was burnt down, but never rebuilt. On the place where it stood there subsequently was built a number of cottages out of the ruins of the old mill. There was also at Swamp a small woollen mill. This place has had several occupants, but in later years it has been enlarged, and Messrs. Whitworth and Co. Limited have converted it into a cotton mill.

On the left hand of the railway, a short distance above Luddendenfoot Station, is a place called Clough Mill. This, it is said, was formerly a small worsted concern run by water power.

About eighty years ago the Whitworth family were at Peel House Mill, Luddenden. In those days the concern was a very small one and was driven by a water wheel. The home of Mr. John Whitworth (who died so suddenly in Wales in 1861) when a youth was at Peel House, and when he resided there he attended the Booth Congregational Church, and was a teacher in the Sunday School. It is nearly eighty years since, or about 1832, that the Whitworths removed from Peel House Mill to Halifax, for in 1834, and some little time before, the place was being run by the Ambler family.

Perhaps the question may be asked: What were the hours of labour in those days, and what kind of remuneration did they receive in the factory? Of course, it must

be borne in mind that then there were no Factory Acts stipulating the hours of labour for young people. The employers were practically the masters of the situation, and could do almost as they liked. For instance, in connection with one mill the master used to go to homes where there were children likely to work, and suggest to the parents that they should send their children to work at his mill.

In those days the mills commenced at six in the morning and ceased at eight in the evening. The Saturday hours were 6 a.m. to 4 p.m., and girls of seven years of age in 1834 worked those very long, weary hours for the modest sum of 2s. 6d. per week. Not far from the same time, in the Calder Valley, lads were working in cotton mills the same long hours for 6d. per week. In the fifties, when a boy or girl began work in the mill (some even then started at seven) they had to work the first month for nothing, and then the beginning wage was 1s. 6d. per week; at thirteen years of age they were only considered to be worth 2s. 3d. per week, and young women between twenty and thirty years of age toiled the sixty hours per week for 6s. To-day the outlook for the children is much better and brighter than it was for their parents before the many amended Factory Acts came into operation.

In the year 1847, and for some time after, things were very bad in the village. A firm known as Mr. Sam Smith's, worsted spinners, at Cooper House Mill, failed and closed down their works. This action on their part caused a great shortness of work in the district. It compelled many of the workers to have to seek it elsewhere. Many went over the hill to Lee Mill. Halifax; some

walked over to Mixenden to work, and it is said that there in the night men worked for the small sum of ten. per week. A great number travelled as far as Copley to work, and these had to leave home in the morning between ten and five o'clock in order to arrive in time. It is told that one pitch-dark morning a number of girls started from Lane Side and went along Warley Wood Road, when, by a bad by they stumbled over something laid across the way. Whether it was a man or an animal they could not at first tell; but they ran for dear life, but soon were relieved in their fright to find, when it began to bray, that it was only a donkey that they had disturbed out of its slumbers. Immediately after this failure many also removed away into other localities, and whole blocks of houses were to be found standing empty with scarcely a whole pane of glass in the windows.

Then, in a year or two after, Messrs. Whitworths, from Lee Mill, Halifax, began their works at Luddendenfoot. They took possession first of the Cooper House Mill, and shortly after they had become established there they also took over the Boy Mill, and in a short time afterwards they began to lay down what in after years became a very thriving and prosperous concern. In 1858 they built the seven-storey fire-proof Boy Mill, and, a little later still, numerous machine shops adjoining, and thus found employment for a good number of mechanics, joiners, blacksmiths, and masons. They also made extensive alterations and additions at Cooper House Mill, adding sheds, &c. In 1862 they built the very large new mill at Cooper House, which, after it was ready, was run as a cotton mill, but to-day is only partially

cotton and the remainder is worsted manufacturing. The firm also built the Wood Bottom Dyeworks, and in 1865 they constructed the reservoir at Swamp, but these things, since the firm's failure in 1874, have passed into the hands of the Lancashire and Yorkshire Railway Co.

Before the Whitworths took possession of the works at Cooper House there was a gas plant in the mill yard, but they subsequently removed all belonging to it to the present place behind the railway siding and near the Wood Bottom Dyeworks. They also for a number of years supplied the village and the surrounding district with their gas. Their charge to the consumer of that commodity was 6s. per 1,000 feet net; but some years ago Messrs. Whitworth and Co. Limited sold the plant to the Urban District Council of Soverby Bridge, and since they took hold of the plant extensions have taken place and the price of gas has been reduced more than 50 per cent.

Before the Whitworths came to Luddendenfoot the houses in the locality were very few in number, but the expansion of their works compelled them also to build a great number of cottages to accommodate their work-people both in the valley and on the hill side.

In those early times there was also a small firm of woollen manufacturers up in Denholme. This was the Messrs. Ratcliffes. They ran a mill just above the property now owned by the Society, and, in addition to this mill, they rented a part of the premises where the Stores originally commenced, using the rooms for woollen warping and for warehouse purposes, but they moved away from the village to Mytholmroyd in 1856.

Formerly the village was noted for its corn mills, but now there are none nearer than Sowerby Bridge. Messrs. Thompsons were for a long number of years a very prosperous firm. "Thompson's flour" was a household word; it was known not only in the village, but very widely throughout the country. Besides the mills in Denholme they had an old one, the lease of which expired in 1859, and was situated opposite the canal bridge end, and where Messrs. Clays works now stand. To that same old mill the late Mr. James Clay transferred his woollen business from the place where he began at Little Old Hay Mill, near the Donistons, but which since then has been demolished.

Then we had the toll bars along Burnley Road. There was one at Friendly, another at Daisy Bank Road end, but that one was removed in 1848 down to near the bottom of Flaxby Lane, and just below the White House, which at one time was occupied by the village blacksmith (Mr. Samuel Whiteley). There was one also at the bottom of Maylor Lane, the farmer (Mr. John Naylor) at Little Langbottom having the tolls to collect. The tolls ceased to be collected and the bars were removed from November 1st, 1878. The material of the bar house on the roadside at Luddendenfoot was bought by Mr. George Horsfield, and with it he built his house at Danny Lane bottom.

It seems that the old mill-like structure in Denholme, belonging to Mr. Eli Scott, was at one time a very busy place, many things going on therein, some portions being used as a malt kiln, another section for manufacturing purposes, and another division was called the old schoolroom,

the half-timber from the mill being there educated. One of the teachers then was a Mr. Wilcock. He was succeeded by Mr. Horsfall, who retained the position till 1859. On retiring therefrom he took the old beerhouse at Luddenden Lane bottom, and became the new agent of the district as well. It was in this same old schoolroom that the Congregationalists of the village made their beginning. On September 30th, 1851, week-evening services were commenced and held once in every three weeks; then the time was altered and they were held alternate Tuesday evenings, and so were continued until their new church was ready in 1859. Then, again, the place was used by the once popular Luddendenfoot Brass Band. Here they met for practice for years; but those old musical days have passed away. Such combined talent does not exist in the village to-day—it belonged to the bygone days. This old schoolroom was the general meeting-place for the village. It was a downstairs room, and somewhat inconvenient to find, but it was, nevertheless, a very useful place; and it was in this cellar-like room that the first initiatory step was taken which led up to the establishment of the Co-operative movement in the district.

The village used to be a dull, dark place during the long winter months. No pavement on the roadside, no gas lamp to show the pedestrian where to walk; but in 1866 someone discovered that an improvement could be made. A subscription was begun, a few lamps were put up, and they were lit for the first time on November 26th. The Luddendenfoot Brass Band turned out to honour the event, paraded the village during the

evening, and added to the pleasure of the inhabitants their genial strains of music.

PROGRESS IN THE VILLAGE.

The Luddendenfoot Floral and Horticultural Society was in process of formation in 1850. It began in connection with the Congregational Church. The Rev. Arthur Hall was the moving spirit in connection with its start in the village. The object of its establishment was principally for the encouragement of the cottage gardener. Mr. William Shaw was Secretary for twenty-three years. Its development was such that it became necessary to remove it to a more commodious position near the railway station in 1866, or near that time. The Society, after many trying experiences, still survives, and recently it celebrated its year of Jubilee.

In connection with the Congregational Church School there was begun a Savings Bank in January, 1860. Its trustees were Messrs. John Whitworth, John Turner, and William Henry Thompson, the Treasurer was Mr. John Eastwood, and the Secretary Mr. William Bantley. The total amount due to depositors in 1874 was £11,269. 2s. 8d.; the rate of interest was 4 per cent, and the money was mostly invested with Messrs. R. Whitworths. About £8,000 of it was lost through the failure of the firm in April, 1874, but subsequently the £8,000 was raised by subscriptions, and thus the depositors received back their investments. Mr. J. W. Whitworth (the eldest son of Mr. John Whitworth) contributed £3,850 of that sum. Afterwards a branch of the Yorkshire Penny Bank was established in the village, and there are now some 700

depositors, and the amount due to them is about £40,000.

It is believed that the Old People's Treat was begun the same year that the Congregational Church was opened, and has been continued up to the present time, with this difference: in its earlier years it was a dinner given by the Whitworth family; now it is a lunch and is sustained by subscriptions.

The Luddendenfoot Local Board of Health was formed early in 1868 by detaching portions from each of the following townships, viz., Midgley, Sowerby, and Warley, and the following gentlemen constituted the first Board, viz., Messrs. George Thompson (Chairman); Thomas Ackroyd, John Bennett, James Clay, William Horsfall, John Ibbotson. — Murgatroyd, William Ratcliffe, J. Scott, W. H. Thompson; Joseph Wells, and William Whitworth; Mr. F. Walker (Clerk).

The Urban District Council began with 1905. The following were the members of the first Council:—Messrs. H. B. Spencer (Chairman), John S. Longbottom, Fred Butterworth, John Sutcliffe, Jonathan Whiteley, Charles Clay, Henry C. Tolson, Sam. Dugdale, Henry Moses, James Greenwood, John F. Midgley, and Wm. Oldfield, Mr. W. H. Bootcock (Clerk).

The woollen concern at Longbottom was not included in the Whitworth firm till 1864. Previous to then it was owned and run by the Turner family. Sixty years ago it was a much smaller affair than even now. In those days the machinery was driven by water power, the engine and boiler being put in some years later. Then there were no sheds, and, where the oldest of the three now stands, then there were two cottages. One of the men who formerly

lived there and worked in the cloth mill often told the story of how they had frequently to stop on account of the waterwheel getting into backwater. He said that one year there was so very much rain during the month of February and the River Calder rose so often during that month, that they were compelled to stop work thirty-two times because the water in the river was so high that it would not allow the wheel to move.

This mill property at Longbottom has suffered more from floods in the valley than any other in the district. On November 16th, 1866, there was a very great flood. The mill, sheds, machinery, and the adjacent fields were all standing in the water. The firm of Messrs. R. Whitworth and Co. suffered considerably thereby. Had it been fire there would have been the insurance money to partially meet the loss and damage, but being water only there was nothing but dead loss for the owners. The flood in 1866 also swept the wooden bridge just below the mill off its seat, and laid it ruined in the holme below. This disaster was a great inconvenience to the workers in the mill, causing them to have to travel a much longer distance to and from their work; and the inconvenience was also felt by the general public, there being no other passage across the river from Sowerby to Warley between Sowerby Bridge and Cooper House Mill.

Then, again, on December 23rd, 1880, another great flood rushed down the Calder Valley, doing immense damage in its course, crushing down the bridge over the river at Luddendenfoot and destroying the road to the railway station. On this occasion, likewise, the flood did great damage to Longbottom Mill property, then in

the possession of Mr. J. W. Whitworth. The whole of the machinery on the ground floor of the mill and the sheds were partially submerged, and so heavy was the weight of the water inside the works that it forced the end out of the oldest of the three sheds. The pent-up water thus released rushed out of the works into the river just below the Damstones and carried away with it many things that were floatable down the rushing stream.

The making of reservoirs by the Corporations of Halifax and Morley, higher up at the sources of the Calder, have taken in to a certain extent the contributory streams of the river, and thus have lessened somewhat the liability to the recurrence of such great and disastrous floods in this particular valley.

In course of time another wooden bridge was erected at Longbottom, and took the place of the one destroyed by the 1866 flood, and to prevent it being swept away like its predecessor the pillars that bore it were raised considerably, and thus the new one was erected at a higher altitude than the previous one. That bridge served the public nearly forty years, till, becoming decayed and dangerous to travel, the West Riding County Council recently replaced it by a more substantial structure—a steel one, with a concreted footpath across it.

A little higher up the river is the Narrow Neck Bridge. This, too, began to decay and became very unsafe to cross, especially at night, but, not being a county bridge, the cost of a new one fell upon the ratepayers. The District Council had to undertake the necessary work, and they fixed a steel one with a concreted footpath of a similar kind to the Longbottom one.

The first step towards establishing a Mechanics' Institute in the village was taken on the evening of September 16th, 1886. The leading gentlemen in the movement were the Rev. E. M. F. Stack (the Vicar), the Rev. J. Booth (the Congregational minister), the Rev. G. Millier (the Methodist Free Church minister), Messrs. Henry Moses, John Sokall, Sam. Dugdale, John Sutcliffe, Joseph Crowther, and W. G. Fries. During the month following the premises at Bank Buildings were engaged from Mr. C. Clay, and afterwards duly fitted up with all the necessary requirements to make the place comfortable and attractive for the young men in the village. It has recently been removed from its first home to Tallotson's Buildings.

In August, 1906, the Helix tramway strike caused several incidents in connection therewith being witnessed even in the village.

PLACES OF WORSHIP.

The first place of worship in the village was the Denkirk Methodist Church, erected in 1832, and for a long time it was the only one. For some years the need of day schools for the factory children of a more convenient character had been observed, and Messrs. Whitworth resolved to erect a building that would be suitable for day schools and religious services. In the early part of 1857 such building was commenced, and during the course of its erection it was realised that an upper room might easily be added and made suitable for a place of worship. Hence Mr. John Whitworth and his brother ultimately completed the handsome and commodious,

congregational church and school at the upper end of the village, and it was opened on Good Friday in the year 1859 by the Rev. Joseph Parker, Manchester.

One of the worst things that could have happened to the village occurred when Mr. John Whitworth, away from home in search of health, and staying at Barnmouth, in North Wales, suddenly passed away on August 5th, 1861, at the early age of forty-seven.

On September 27th, 1870, the stone-laying in connection with the National Schools and master's house at Blackwood Hall were laid, the cost of nearly the whole being borne by the Rawson family, and immediately after the completion of these were commenced in the school being conducted by the Curate of Sowby (the Rev. E. M. F. Stack).

Then, again, on July 12th, 1871, the stone-laying of the Blackwood Hall Church took place. This noble-looking and commodious church was built by four sisters of the Rawson family in loving memory of their parents, its cost being about £7,000. Its sitting accommodation is 530, and the living is worth about £350 per annum. The church was opened and consecrated on May 3rd, 1873, by Bishop Bickersteth Ripon, the Rev. E. M. F. Stack becoming the first Vicar of the new parish, and he held the living until 1893, when he passed away in the Isle of Man. He was succeeded by the present Vicar (the Rev. J. Meredith, B.A.).

On June 7th, 1879, the corner stones of the new school, in connection with the United Methodist Free Church were laid. Up to that time the Sunday School work had been carried on in the area of the church but since its

removal therefrom the area of the chapel was neatly filled with up-to-date pews.

The Catholics for years had worshipped in the Co-operative Hall, but in 1897 they began to build a church of their own, and, when complete, they removed thither. They have excellent congregations gathering there, not only on the Sabbath, but often on the week evenings also.

Until just a short time before the Society commenced there was no clergyman or minister of any denomination resident in the village. The Rev. Arthur Hall was the first. It is said that he began life as a sailor, then became a printer, and afterwards a Congregational minister. His residence and his labour in the village and in the surrounding district is still pleasantly spoken of. His unflinching advocacy of temperance was greatly admired, and the good he did is remembered to-day. He has been succeeded by several others at the same church, and by many Methodist ministers also. To-day our full complement is the Vicar and two Nonconformist ministers, each of whom is provided with a manse.

EDUCATION.

In the earlier years of the village history the educational facilities of the locality were very meagre in their extent and character. The half-timers were provided for by Messrs. Whitworth in the old schoolroom. They were trained in that place till the firm provided the Congregational School and fitted it up for day school requirements. At that time many of the youths went up to a school on the Sowerby side of the village kept by Mr. John Mitchell, through whom they received a good

education, which gave great credit to their teacher. In the village itself a dame's school was in existence for a long number of years, and many of the very young children there received the first rudiments of education in the homely cottage school.

When the Congregational Day School commenced it was sustained by Messrs. Whitworths, but in course of time it was taken over by the Warley School Board, and thus controlled by them till the new Board School was erected in 1894, when it ceased to be used as a day school, the scholars being then transferred to the more convenient and commodious new premises.

In February, 1895, the first School Board for the parish of Luddendenfoot was elected, and consisted of Messrs. Sam Dugdale (Chairman), Rev. J. Meredith, B.A., Messrs. George Mitchell, Joseph Greenwood, and John Sokald. Mr. C. W. Moses was appointed Clerk. On the death of Mr. Sokald, Mr. Henry B. Spencer was appointed to fill the vacancy. But this arrangement only lasted a few years. After the passing of the 1902 Act, which came into force in 1904, the School Board of the village was deposed, the County Council then taking over the schools, and local Sub-Education Committees were appointed.

CHANGES IN THE LOCALITY.

The village fifty years ago was much different to what it is to-day. Its appearance is very much altered; many of the old buildings have disappeared; it has lost the quiet and sleepy aspect of former days. Things are now much livelier; the days of the 'busses have come and gone,

the tram cars have arrived, the bicycles are spinning through the village, and the numerous motor cars of modern times are hurrying along the highway. These things have compelled the inhabitants of the dale to look around them more quickly than it was necessary, in years gone by.

There have been many changes and first the licensed houses in the locality have disappeared, viz. one at Upper Foot, one at Denholme, and the third at Danny Bank Farm; but during the same period two have been established—the Black Lion Inn in 1858 and the Anchor and Shuttle Inns in 1882. With the exception of the Anchor and Shuttle Inns all the others have been rebuilt. The old Red Lion Inn has long since disappeared, but in its place stands the more commodious General Rawdon Hotel, being built in 1879. In olden times the Anchor and Shuttle Inns occupied a position nearly on a level with the canal, but that, too, has gone, and on a more elevated and commanding position now stands the Victoria Hotel, built in 1886. The old beerhouse at Luddenden Lane bottom, too, has been taken down, and in its place has been erected the better-looking house called the Weavers' Arms.

The Working Men's Club was opened on Saturday, December 2nd, 1882, and is one of the well-patronised places in the village.

Just in front of the old Anchor Inn there formerly was a basin where the boats in the canal were accustomed to turn round, but that, too, is a thing of the past, the place now being covered with business premises, and looking much more respectable than it did many years ago.

At Luddenden Lane bottom formerly the only bulking there were the two inns, Mr. Horsfall's newsagency being attached to the beerhouse.

Where the Delph Mill now stands there used to be a few old cottages. Just behind them was a small old cotton mill run by Messrs. John and William Horsfall, William Sutcliffe, and John Hoyle. Then behind that place there was a wood yard and joiner's establishment, and near by those Mr. John Horsfield's blacksmith shop. A little further up still was the cartwright shop belonging to Messrs. Eli Alderson and Co.

The up-to-date residence at Wood Bank has taken the place of the old whitewashed country residence, formerly the home of Mr. James Clay. The Rockcliffe Villa had not then been erected.

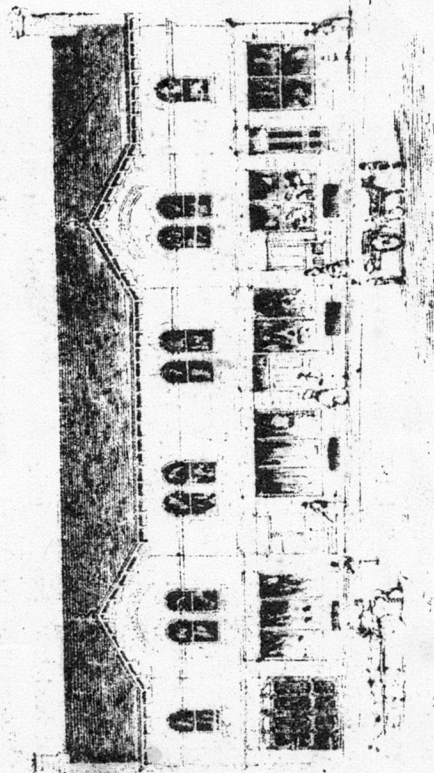
There are to-day several blocks of buildings standing on the opposite side of the road to Denholme Chapel. The place which they occupy was formerly a private cart road belonging to Messrs. Thompson, which by using they could avoid paying the turnpike tolls.

In those days there was only an old blacksmith's shop, stable, and the Anchor and Shuttle Inn on that side of Burnley Road; and on the chapel side of the road there were only two old whitewashed buildings. Part of one of them still stands at Danny Lane bottom; the other one stood just about the position of the chemist's shop of to-day.

Within the memory of many now living the Post Office has occupied four different places. In 1859 it was removed from the Red Lion Inn to the place where the Working Men's Club is to-day, and was then kept by

Mr. Henry Greenwood. In 1875 it was removed to near the Woodman Inn, and has been kept by the Patchett family ever since. Just recently it has been taken down to Dale View, opposite the Methodist Chapel.

The most recent event in the village was the building of the new works for the Fairlea Mill Company, Limited, which were opened on February 1st, 1908.



FAIRLEA MILL WORKS.

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SOURCE OF MATERIAL.

In 1910 the Luddenden Foot Industrial Co-operative Society Limited celebrated the fiftieth anniversary of its foundation by publishing a "Jubilee History". This was compiled by Joseph Greenwood, who had long been the Secretary of the Society. Students of the Co-operative movement will find the whole book of great interest. The first forty pages of the book, however, are of wider interest, being one person's view of the social history of this part of the Calder Valley in the 19th century.