

RAWTENSTALL
Ian Fishwick
1990

Contents

Introduction	2
Farming in Rawtenstall	6
Textiles – wool and cotton?	8
Footwear	12
Stone	14
Fire clay and brick	15
Coal	16
Other industries	17
Transport	19
Society	22

INTRODUCTION

There are some people who believe that Rawtenstall 'has no History', they have looked in books for the name Rawtenstall and are disappointed except for the last 100 years. Yet Rawtenstall only became a borough in 1891. To find events before this one must look under "Haslingden", Rossendale", "Newchurch" "Crawshawbooth" etc.

There are some people who believe that Rawtenstall has a History but faced with weighty books by Whittaker, Newbigging and Tupling, or special volumes on 'Busses and Trams in Rossendale" etc feel that they cannot cope or do not have enough time.

Some people have read the excellent books by Chris Aspin or the publications by Groundwork etc but they lack a wider more general view and also be put off by the large academic works.

I have attempted a History of Rawtenstall in brief. I hope that this will inform the general reader, however it is a brief History, drawn from many sources. The serious scholar will turn to the specialist works and the Local Library. Mine is a pamphlet, not a book, produced for Rawtenstall Civic Society.

The faults are all mine, the choice of entries and omissions is mine, as is the typing and the presentation. I do not claim to be a Local Historian just a student of History who lives locally and felt the need to draw together his own notes so that a general understanding of the broad outlines should be made easier

Ian Fishwick

Rawtenstall, in Pre Roman times, fell under the control of the Brigantes. The most famous, of the rulers, of this tribe, was Queen Cartimandua who betrayed the leader of the anti-Roman coalition of tribes, King Caradoc, to the Romans. By around AD 70 the area was under Roman control with the main Roman forces at Chester and York plus the important base at Ribchester. However, the area was not a Roman settlement, there were few this far North, and even the local Celtic population was small. In many ways the area was unimportant except as part of the route system used – tracks and paths – crossing the hills.

When effective Roman control collapsed around 400 AD, Rawtenstall fell into the control of the British 'Kinglets". The North of the old Roman province was held by the so-called 'Men of the North, the Ceolings, that is those rulers who were associates of Coel Hen (Old King Cole), who had been the military commander of the North. Once again, Rawtenstall was on the periphery (sic) of history, sometimes under the Kingdom of York (under, say Peredur), sometimes under the control of Loidis-Elmet (Leeds) (under Ceretic) and sometimes under Reged (Urein the Great).

As Northumbrian Angles increased their power, around 600 AD, led by Kings such as Aethelfrith and then Edwin, the British collapsed. By 615 the area was

almost certainly inside Saxon influence. In the years that followed it was a border region on the edge of Northumbria and Mercia. In the 9th century the Vikings conquered both of these two great Saxon states but still the area that we call Rawtenstall was part of a route rather than a settled region.

In 937 the Vikings were defeated at the Battle of Burnanburh.. The coalition of Anlaf Sihtricson (Viking ‘King” of York) which included Scots, Welsh, Britons of Strathclyde and Vikings from Man, Ireland, the Northern and Western Isles and Scandinavia, was smashed by Athelstan, the King of Wessex and Overlord of Mercia. From this date there was a single Kingdom of England. It had been argued that a possible site of this battle is to be found at Broadclough Dyke, by the Irwell, just outside Bacup.

Prior to the Norman Conquest, Rawtenstall was part of the “Forest of Blackburnshire”. This was given to Roger de Poitou, along with other vast areas in the North and elsewhere, by William I. He proved a dangerously powerful Baron; too powerful, he later rebelled. As a result he lost his lands which were transferred to the Conqueror’s grandson, Stephen of Blois, later King Stephen.

The very large holdings were sub-divided between other lesser (yet still important) Barons. In this way the area passed into the hands of the De Lacy family. William de Lacy held the Hundred of Clitheroe (including Rawtenstall) from Roger and the association continued for several generations until Alice de Lacy married Thomas, Earl of Lancaster. From then the Lordship eventually passed to John of Gaunt and then to the Lancastrian Royal Family.

Charles II passed Clitheroe to General Monk, Duke of Albermarle, who had masterminded the Restoration after the Cromwellian Commonwealth. The title then passed through marriage, first to the Cavendish family, then the Montagues and in 1767 to the Duke of Buccleugh – hence the Waterfoot pub, the Duke of Buccleugh.

From Norman times (and even before) the ‘Forest of Rossendale’ was a hunting area. Perhaps not a ‘real’ forest, as we think of them, but nevertheless with some tree cover. Inside there were few inhabitants, except at certain points where vaccaries or cattle ranches were set up.

During the reign of King John, Roger de Lacy granted an area known as Brandwood (by Waterfoot) to the Cistercians of Stanlawe in Cheshire. The area was cleared and farmed, becoming an agricultural settlement outside the Forest. The monks of Stanlawe then moved and set up a new ‘house’ at Whalley in 1296. This began the area’s long connection with Whalley.

However the area that is now modern Rawtenstall (taking the area that is served by the Rawtenstall Civic Society – Loveclough and Water to Turn, Stubbins and Edenfield) includes not only the Forest and Brandwood but areas that were in the Manor of Tottington eg Cowpe, New Hall Hey Edenfield etc. The confusion is

made worse since much of the area was in the Parish of Whalley (via Haslingden) but Tottington was in Bury Parish and Rochdale had influence to the South East.

Real change came first with the Disforestation under Henry VII in 1507 and then with the Dissolution of Whalley Abbey under Henry VIII in 1539. (The last Abbot, John Paslow, being hanged for his involvement in the Pro-Catholic, Pro-Monastery movement known as the Pilgrimage of Grace.)

The area was opened up for greater settlement and a number of farms began cultivation. They gradually increased in size and numbers. At first the 'intakes' were small but later under the general move towards enclosure and the improvement of agriculture, larger stretches were fenced for farming, mainly pasture

Haslingden dominated Rawtenstall from the West and after 1511-12 when the Church at Newchurch was founded, Newchurch dominated from the East. In fact, Rawtenstall did not exist! Rather there was just a collection of hamlets and what were called 'townships' (administrative areas) eg Higher Booth and Lower Booth. Higher being Crawshawbooth, Loveclough, Goodshaw, Gambleside, and Wolfenden. Lower was Rawtenstall hamlet, Constablee and Oakenheadwood etc. Local Government was first in the hands of the large landowners, then, especially after the Great Elizabethan Poor Law of 1601, it was administered by the Parish. Again there is a complication since most of the area was under Whalley but some was in Bury. Further, Whalley was so large it had to subdivide using Haslingden and Rawtenstall as local centres.

1824 saw the first Magistrate for Rawtenstall, Mr Whittaker. In 1834 came the Poor Law Amendment Act which set up Poor Law Unions (of Parishes). As a result there was set up Haslingden Union, which included part of Bury (Edenfield etc). As the 19th century progressed there were further administrative changes. In 1841, Rawtenstall (Lower Booth) became a Parish and soon after gained some measure of control over Higher Booth. Even so, though pulling away from Haslingden, it was moving closer to Newchurch. At this time there were a number of people who foresaw Newchurch becoming the centre of the whole valley, though this never materialised.

After 1874 a series of Local Boards reorganised Local Government. Though there was a definite move to split the Valley into 4 sections, Haslingden, Rawtenstall, Newchurch and Bacup, there remained close contact between them. Co-operation was bound to be present given the Poor Law Union, The Pike Law Workhouse (now the Hospital) being built in 1869. Gas was to be provided by the Cloughfold based Rossendale Union Gas Co, set up in 1854. Water was provided by the Bury Corporation after 1872. It had many water rights in the area and took over from the Haslingden-Rawtenstall Water works of 1853. They had not been able to provide water until 1864 due to problems with Clow Bridge Reservoir.

In 1877 Rawtenstall 'opened' its Cemetery, and in 1885 there was the first Parliamentary Election in Rossendale, the Marquis of Hartington being returned. In 1890 the Haslingden, Rawtenstall and Bacup Outfall Sewerage Board was set upperhaps progress being measured in a mixture of getting a MP, a Cemetery and a Sewer!

In 1891 Rawtenstall was granted a Charter of Incorporation and elected its first Town Council. The area now covered was a wide one, from Lockgate to Stacksteads, from New Hall Hey to Loveclough and Gambleside.

In 1894 the area became an Ecclesiastical Parish and the situation remained much as this until 1974 when Rawtenstall joined with the other Valley boroughs, Haslingden, and Bacup, and areas such as Whitworth and Edenfield, to form Rossendale, a new Borough in Lancashire. In many ways this recognises the close interrelationship that there had been in the past between all of these areas. As far as research of the area goes, this is just yet another complication, another change of boundary.

FARMING IN RAWTENSTALL

In Medieval times the area was a 'Forest', a hunting area, closely supervised, with little settlement permitted. This broke down under Henry VII after 1506.

However, there had been Vaccaries or Cattle Ranches set up at the end of the 13th century. Some of these cattle might have been driven down to Bolton, Bury or Rochdale for slaughter. There were also attempts at setting up a Deer Park, the main one being at Musbury.

After 1507 there was a steady increase in the cultivated land which involved enclosing sections of the former forest land. Farming was mixed (arable and pasture), however, much of the land was of poor quality. This and the subdivision of the farms amongst sons caused problems.

By the late 17th century much of the forest had been cleared for fuel, building materials and furniture. Land was also being improved by the use of marl and lime, action that became more prevalent after 1700. Many of the farmers were, however, involved in other occupations as well as agriculture. Some had quarriable stone or coal deposits, others were craftsmen but many turned to textiles – the early woollen industry.

General farming improvements of the Agrarian Revolution could be seen in the area. Liming and marling (see Marl Pits sports centre) increased and more of the common land was enclosed. The area became more involved in dairy farming and the old Lancashire Longhorn was gradually replaced by shorthorn cattle. The main arable crop continued to be oats and after 1746 potatoes grew in popularity. Still the farmers of the area continued with a dual economy though in the 19th century there was a move towards full time agriculture as factories made domestic work less viable.

The 1880s saw a general slump in British agriculture but by and large this did not apply to dairying. Some smallholdings did become uneconomic and as factories had now replaced the Domestic system the result was that several small farms were abandoned. The purchase of large amounts of land by the water companies also caused the end of a number of small holdings in their catchment areas.

The World Wars saw a decline in the import of food, the cause of the agricultural depression. In general in recent years there has been a profitable time for farmers. However, the move has been towards large units on good farmland. There has also been an emphasis on technology. Just as the Horse replace the Ox in the 17th century, the Tractor has replaced the Horse. New machines for silage, haymaking, for milking have by and large replaced the farmlabourer. Another change has concerned walls-----

Drystone walls or flag walls wee the standard system for hundreds of years. Now barbed wire is seen as quicker, easier and cheaper. The result is that many of the old walls are left in need of repair, they are replaced by barbed or electric fences. It this continues the old walls become just piles of rubble.

The increase in the demand for housing during the last 150 years has also changed farming in the area. Large estates, such as Constablelee have replaced some of the best of the valley's farmland. The importance of farming has become more and more limited as time has passed. Now many of the old farm houses, cottages and even barns are no longer involved in agriculture—they are 'converted' to modern houses instead. Some are just ruins, along with their walls, some have disappeared except for a name.

TEXTILES—WOOL AND COTTON?

Early farmers were almost self-sufficient, making their own houses, furniture etc, In particular they make their own 'homespun' clothes, usually out of wool. However wool was also an important object of trade, either raw fleece or made up cloth. The Lord Chancellor still sits on the Woolsack as a symbol of Britain's medieval power and wealth (perhaps it is a good job that it was not based on coal!)

The Rawtenstall area was suitable for sheep farming and as economic pressure on farmers grew, many turned towards wool/cloth as a source of income. This was the so-called Domestic System, ie farmers and squatters working in their own homes. Sometimes they were self-employed, sometimes they were employed by an entrepreneur—a clothier, often known as a 'putter out', who employed many, some to spin, some to weave etc.

For the most part the area produced cloth known as Kerseys, Bays and Friezes – narrow strips 18" wide, produced on small handlooms, the thread spun by means of a Great Wheel. The cloth was then sold in towns and at fairs, nearby eg Rochdale, Bury, Bolton, Burnley etc.

Gradually the woollen industry developed, becoming as important as agriculture. A measure of this is the number of associated names in the area eg Pubs such as the Rams Head or the Bishop Blaize (Patron Saint of Wool combers), or land marks such as Tup Bridge. In the early 18th century there were experiments with improved looms, often 'Heath Robinson' affairs at first. These experiments occurred elsewhere, eventually resulting in Kay's Flying Shuttle (Bury 1733). There were legal actions brought by Kay over the infringement of his patent by some Rawtenstall district weavers eg Abraham Tattersall of Edgeside (a shuttle maker), Thomas Rothwell (Meadow Head) and George Law.

The general result was that after 1736 there was the possibility of Broadloom weaving by one man on his own. This greatly increased cloth production in the Valley but as with elsewhere it created a shortage of thread. Now worsteds were becoming important and also fulling mills began to appear eg Hugh Mill at Brandwood. Fulling involved a shrinking process to compact the strands of cloth. It needed plentiful supplies of water, Fullers' Earth and water driven machinery known as Stocks—see the example at Higher Mill, Helmshore).

There was also appearing a trend towards building cottages and loomshops without land associated. These were designed for textile workers who depended upon industry ie not part of the true Domestic System. A further development of this by the end of the 18th century was the construction of mini factories such as The Weaver's Cottage, Rawtenstall (Fall Barn). The Cottage involved a floor space much larger than one or even two families might use. Sometimes families worked in cooperation in such a loomshop, sometimes the owner would employ other weavers and perhaps spinners - this might thus be said to be a factory, yet using manpower not water or steam to drive the machine.

In the Woollen Industry, handlooms continued to be important upto the middle of the 19th century. In the Rawtenstall area a number of woollen spinning mills used handloom outworkers who were skilled in producing good quality cloth, until up to around 1880 (for many years power looms for wool produced a coarse cloth).

During the last quarter of the 18th century, further inventions—Hargreaves' Spinning Jenny, for instance, greatly improved the speed of production. By the end of the century these machines needed more than man power, here there was readily available water power. There are steep slopes, many streams, plentiful rainfall, ideal for the setting up of waterwheels with their attendant lodges. One of the earliest concentrations of water powered production of cloth was by Rawtenstall at Cheesden Brook between Edenfield and Rochdale and leading down towards Bury. The first mill in this complex began in 1786, now there is little left but ruins and hollows. Elsewhere Laund Mill (Constablelee), dated 1810, still stands, as does Higher Mill, Helmshore, a fulling mill of 1789.

To many people Lancashire is synonymous with cotton, however, cotton is a late introduction and an interloper into this woollen area of Lancashire (a sort of White Rose extension?). At first pure cotton was not produced, instead a hybrid textile known as fustian which was a mix of cotton and linen. This was relatively cheap, hard-wearing, easy to clean, suitable for most climates. Most importantly it was relatively easy to mechanise, able to make use of new inventions such as Arkwright's Water Frame, Crompton's Mule, Cartwright's Power Loom. Raw cotton supplies were greatly increased with the development of American Cotton from the Southern States and the Whitney Gin for separating fibre from seeds and husks.

These machines needed power yet made production much quicker, cheaper and more regular. The result was the swift development of mills – cotton now joining wool and fulling. In 1844 it was reckoned that there were 120 mills in the Valley, 1/3 being wool.

First these mills were water powered, later they began to use steam. The first steam powered mill being Higher Mill (1822-6). Here is another anomaly, not just cotton and wool, but water and steam. The water resources of the Valley and its relative isolation from large coal deposits, meant that steam was often ancillary or not economically viable until after the Railway arrived.

Several families owned mills in the area and became textile "Barons", important both economically and socially. For cotton the name Whitehead was synonymous. The Whitehead brothers set up a number of mills including Balladen, the first, Higher Mill, Lower Mill and Ilex Mill. The family were prominent Methodists, leading the building of Longholme Chapel, founding Hollymount School and building several prominent houses, including

Hollymount House. For wool, the Hardman family of New Hall Hey Mill rivalled the Whiteheads.

These millowners were the Valley's aristocrats, owning large mansions such as Horncliffe (Hardman), Brynbella (Whitehead), Hollymount ect. However, there were also industrial co-operatives. During the height of the cotton boom of the Golden Valley (as it was known), a number of mills were built and run as industrial cooperatives with shares owned by the workforce. Some of these made considerable profits and produced high returns. There was even a local 'stock exchange' at one time, buying and selling such shares.

The cotton industry was varied. Some mills just spinning, some spinning and weaving. Some were employed in reclaiming waste, especially that 'glued' onto the spindle/bobbin, this could be scribbled/devilled off and then used to produce an inferior sort of material eg lint. The industry also went through cycles of boom and slump. The area was hard hit during the Cotton Famine caused by the USA Civil War but there were other 19th century depressions as well. At times this caused great distress requiring relief committees. At other times there were outbreaks of violence eg the Chadderton Riots, 1826, the Luddite machine breakers stacked the new mills and machines (there were about 1000 power looms in the area).

Textiles, notably cotton, remained important up to the First World War wool went into a decline in the latter part of the 19th century. Since 1919 there has been a swift collapse in the Valley textile industry. British cotton faced increasing competition from abroad, many mills were demolished (Higher Mill) or converted eg slipper works (Greenbridge), Units (Britannia, Crawshawbooth), Scrap (Laund), Offices (Star), or awaiting new use....llex.

As well as spinning, weaving (both cotton and wool) and fulling there were other textile processes in the Valley. Bleaching, dyeing and printing were all carried out, making use of the plentiful supplies of pure water - especially higher up the Irwell and its tributaries eg Crawshawbooth and Loveclough.

The industry originated in 1800 based in the Crawshawbooth area where the 2 largest works were and a local pub was called the Printers' Arms. In the 1804s it was at its peak with almost half of the textile workers of Crawshawbooth involved in printing. A decline then set in. There were problems over water pollution and an increasing movement towards selling cloth that was untreated. By 1867 there were less than 1000 print workers in the whole of the Rossendale area, compared to 20 000 in cotton spinning and weaving and a further 2000 in woollen felting etc. since then there has been further contraction of cotton printing effectively ending its connection with the area.

Felt was another process associated with the area and the basic textile industry. Originally block printing of felt produced elsewhere (mainly Yorkshire) was undertaken. In 1867 there were 20 block printers involved with felt. However a

felt making industry was gradually developing closely associated with the carpet trade.

From this also began the slipper/ shoe industry which has become a feature of the Valley in the later 19th century and through the present century

FOOTWEAR

The inhabitants of the Valley wore clogs, even young children, during the early 19th century. Indeed the idea has only recently died out. These clogs – wooden sole, leather uppers – might be plain for everyday wear or fancy, decorated, Sunday Best. They might be simple or have ‘irons’ on the toe/sole for strength and protection. In the 19th century clog fighting was not uncommon – ‘purring’ as it was sometimes known, involved kicking opponents with iron tipped clogs.

Many older inhabitants can still remember a local clog shop ‘on the corner’ and being told off for ‘sparking’ (kicking their clogs on the stone setts to make a shower of sparks). The Weaver’s Cottage has, itself, a collection of implements from a Valley ‘Cloggers’.

This was a local industry for local needs. In the 19th century a much more important industry developed - Slippers and Shoes. It grew from humble beginnings to oust cotton/textiles as the main source of the area’s wealth. As textiles and stone declined, so the footwear industry rose to dominate the Valley: for some time felt had been brought into the Valley from Yorkshire for printing - our water was better than theirs! Once the Valley started to make its own felt, then the basis of the footwear industry was there. In 1854 Rostron of Leeds introduced felt making into Waterfoot. From then the industry grew rapidly. The printers make their own over-slippers to prevent damaging the material when working and naturally they used local felt. From this simple start grew the present industry.

Depending on viewpoint, the real originator was either John W Rothwell or Samuel McLerie. In the 1870s a depression hit the cotton industry and in this slack period men turned their attention to this new idea. By 1900 there were 13 firms, ex-textile mills being the premises, with 3000 employees. The largest of these was H.W. Trickett who took 21 consecutive pages, in the Boot and Shoe Journal of Jan 25 1896, to advertise his goods.

From his original base, Gaghills Cotton Mill, Waterfoot, (bought in 1889 for £1100) he had grown to employ 1000 by 1900. Sales were international – Europe, Africa and the West Indies. He was a model employer with sick benefits, a holiday club, profit sharing etc. He, himself, became a Town and County Councillor, a Freeman and 5 times Mayor of Rawtenstall and a Knight in 1909. His firm was eventually taken over in 1970 by the Lambert Howarth Group.

The Slipper Industry expanded to include women’s and children’s boots and shoes. New machinery and techniques appeared. Leather, satin and later poplin became the more common materials. However it must be noted that in 1920 Waterfoot was producing 75% of Britain’s felt. In the early 1920s there was a boom in the industry but this was soon overtaken by a slump. After 1945 there was a further boom, however, in the 1960s, take overs and amalgamations saw a concentration into larger groups and combines. Foreign competition also increased, with this many companies failed or declined.

Interestingly enough, some of the redundant operatives began their own, more flexible, small businesses. As a result the industry is still alive in the Valley today. Along the Irwell Valley from Rawtenstall to Bacup and up the Water Valley, there remain a number of firms making slippers and shoes, often in ex-textile mills. Some are also to be found in converted redundant chapels and a few might even be in custom designed works and modern units!

STONE

The Rossendale Valley is rich in quarriable stone. It was an early building material but for many years of only local importance, since there was no suitable means of transport. However, the coming of the Railway changed all this. The blocks of stone, some many tons of weight and of great length, some grey slates half an inch thick, could be sold all over the country. In particular, stone went to Manchester, Preston, Liverpool, parts of Yorkshire, Birmingham and London. Stone also went abroad (from Liverpool and London) eg to the East Indies.

Several large quarries were opened in the hills eg Horncliffe, some were well set up with their own polishing mills (though the natural face is smooth). Some developed their own tramways, to bring down the stone to the Valley eg Ding, Cragg, Great Height, Hurdles and Horncliffe. The Brooks of Crawshawbooth were prominent in the quarry industry and it was they who were responsible for the Cowpe-Cloughfold Tramway, a locomotive line based on the 3' gauge.

The stone from the area was especially valued for such things as engine beds and flagstones – of Trafalgar Square, as well as for stone setts for roads.

The life of the workers was hard and in 1919 the quarrymen went on strike for higher pay. The effect of the stoppage and the later increase in costs wrecked the industry. At this time the local council used a local by-law to try to ensure that any new building in the Valley would use stone – an attempt to protect the industry.

The industry has further declined over recent years. However, there is an increasing demand for stone and as prices rise the pressure is on for a return to quarrying in the Valley. Some stone is still taken, but this is, at present, mainly for road construction.

The quarries themselves are now sought after for use as tips, there are many that are unused and old workings can still be traced by their spoil-heaps (now grassed over). Even the tramway routes can still be followed along levels and cuts into the hillside. For the rest the importance of the stone industry can be seen in the fact that most of the buildings (at least the best ones) are in local stone, as for that matter are the majority of walls (both drystone and upright flag) and the flagged yards of many homes – alas most of the cobbled streets have been dug up or tarmac spread over them!

FIRE CLAY AND BRICK

Though stone was the chief building material, bricks were locally made from the late 18th century. This did not become a significant industry until after 1850 and it never rivalled its more famous neighbour, Accrington!

Raw materials, shale and mudstone, were available as waste or by products of the quarrying industry. Some quarries were themselves the makers of bricks. There were also local deposits of fireclay for the making of flues, firebricks, tiles and drainpipes.

As quarrying became less viable due to cost and the need for skilled craftsmen, bricks became more important, especially as a local building material. They were cheap, fairly easy to produce and did not require much skill.

The quality was not very good, mainly because of poor quality raw materials. Most of the works were small and often fairly short term concerns. Almost all of the works had ceased production by the time of the First World War. There are few remains of the industry though there are examples of their product since local buildings of the period still have considerable numbers of Valley bricks in their construction.

COAL

Coal mining may well date back to the 16th century but mining then was a very small scale, usually for a landowner's own use. It was based on small scale outcroppings and then was of far less importance than turf as fuel. When industry came to the Valley, mining gradually became more important. The advantages of steam power and the desire for gas lighting (many mills making their own gas at that time) led to an increase in demand. Transport remained a problem, naturally therefore, local supplies had the advantage. Also as population grew and other sources of fuel declined, there developed an active local domestic demand.

Many mines remained small, coal seams in the area being often very narrow, difficult to work, of varying quality and subject to flooding. The mines of any note in the Valley tend not to be in Rawtenstall itself but out towards Stacksteads, Bacup or the Water Valley (Fox Hill, Grime Bridge and Nabb). However, there were fair sized pits at Swinshaw, Gib Hill, Gambleside, Whin Hill and Goodshaw.

These pits soon found problems of expense as the easier to work coal was extracted. At the same time demand changed as electricity and gas became nationally obtainable. Transport improvements, too, enabled coal from outside the area to be brought in at low cost. As a result of these factors the mining industry declined. Now there is no real mining in the area save for small private extraction. There are moves at present to try to set up an opencast mine just over the Burnley Border, but this is unlikely to affect Rawtenstall.

One later connection between coal and Rawtenstall was that Bolton from Heightside was the first Chairman of the National Coal Board.

OTHER INDUSTRIES

There were other industries in the area, some of which were connected with those that have been already mentioned.

A number of engineering firms developed. They made and/or serviced machines used in the textile industry. They also produced equipment for the slipper and shoe industry eg slitting machines and knives.

Packaging was also important and needed for the shoe industry. Usually this involved construction of boxes from raw materials brought in from outside. Sometimes the packaging was a separate process but often it was associated with the 'parent' company. The same was also true of the small rubber industry. It involved cutting and shaping rather than making from raw materials.

Papermaking also played a part in the Rawtenstall area, particularly in the southern part of the Valley, the old Higher Tottington area around Stubbins. In the mid 19th century, pre 1845 there was a paper mill in Lumb Valley. Now Fort Sterling has an important plant on the Ramsbottom border. Supplies of water again were vital since large amounts were needed for not just printing, dyeing and fulling of textiles but also papermaking.

There was a small lead mining industry above Loveclough at Gambleside and at Whin Clough, Goodshaw Hill and Cribden. In the mid 18th century the Clitheroe Mining Company made an attempt to extract the ore. However, this did not last since the quality of the ore was low and the deposits were small, scattered and broken.

Most important was the 'drink' industry. This was in two parts – brewing and soft drinks. Both again were due to supplies of water in the Valley. The most notable brewer of the area was The Glen Top brewery on the Bacup-Waterfoot boundary. The Kenyon Brewery of Cloughfold was also important. These provided local ales for many Inns and Beerhouses but have long since been taken over and vanished. Now all that remains are the names on Pub furnishings eg windows and mirrors.

Soft drinks were made by dozens of small firms, often with distinctive bottles. Among the larger producers were Bowness of Shawclough Road, Waterfoot, and Hoyle and Bishop again of Waterfoot. Local 'bottle collectors' often made a point of trying to get hold of old bottles from the late 19th and early 20th centuries.

Obviously gas, water, railways etc required workers and as more houses and factories were built, a local construction industry employed a number of workers. Some large capitalists had their own building force eg the Whiteheads.

The increasing population and booming economic community needed service industries. Shops, banking facilities, doctors, carriers etc. There were local newspapers and printers, Council workers increased in numbers and of course there were a considerable number of domestic servants upto the 1930s.

TRANSPORT

ROADS

At first there were many packhorse trails – not ‘roads’, the transport of such articles as Lime and Salt being very important as can be seen from such names as Limesgate and Saltersgate. These trails were also used as drove roads for the movement of animals. As the Valley opened up and became more involved with the woollen industry the old established routes could not keep up with demand and the result was the introduction of Turnpikes (a toll road system). One important very early road was the King’s Highway. This might well be of pre-Norman origin but was certainly a main route in Medieval times leading to Clitheroe. The road was closely associated with the de Lacy family, who used it in their travels to their wide-flung estates.

The first Turnpike in the area came in 1755 – the Burnley, Bacup, Rochdale road, cutting through Bacup. In 1789 came the Bury, Haslingden (via Edenfield), Blackburn, Whalley Trust. The consulting engineer for which was the famous ‘Blind Jack o’ Knaresborough’, Metcalf. He was also involved in the Haslingden, Newchurch, Bacup, Todmorden Trust of 1789. 1795 saw the Edenfield-Burnley Turnpike and in 1826 a road was built through what is now Waterfoot to Bacup. This road was constructed by the methods that had been pioneered by John Loudon MacAdam and was supervised by him. The route through ‘Thrutch’ as the Glen was known, was partly constructed for transportation reasons and partly in an effort to offset the areas’ unemployment problem at that time.

In many cases modern roads follow the same routes as Turnpikes. Other remains include Coaching/Waggoners Inns, Milestones and Toll Bar cottages. Many of the old packhorse trails are now incorporated in local footpaths and bridleways. Newchurch has the names Turnpike and Bridleway as two of its modern (?) roads today.

Major carriage by means of the Turnpikes was adversely affected by the coming of the Railway, though local roads were important as feeders for the new transport system. After 1862, The Highways Act, Turnpikes began to be taken over by the local highways boards and Parishes but they had not the finance to maintain them. In 1888 the newly created County Councils took them over. Motor traffic in the 20th century created its own problems. These became acute after the Second World War. In 1968 the M66 linked part of the Valley to the Motorway network with the A56 Edenfield By-Pass of 1969. This had a major impact on Rawtenstall since it effectively bypassed Bank Street, led to the reorganisation of Tup Bridge and set up the huge roundabout at Queen’s Square (it was thus partly responsible for the elimination of one of the oldest parts of Rawtenstall – New Hey Hall and Captain Fold).

Not all the transport proposals for the area have successful endings. There have been a number of failures or plans that have had to be shelved eg

(i) An Act of 1793 permitted a 'cut' from the Bolton-Bury Canal, west of Bury, to go through Walmsley, Tottington, Haslingden and Accrington to join the Leeds-Liverpool Canal at Church. The distance was to be some 13 miles and was not to involve any locks. Instead it was to use rollers or racks, or inclined planes. If the proprietors found that they had to use locks, then they had to get the permission of $\frac{3}{4}$ of the millowners on certain streams. The Act was never taken up, though as early as 1820 it was being proposed that an iron tramway could follow the canal route.

(ii) An act of 1846 proposed a Railway Branch line from Rawtenstall to Crawshawbooth. This was, perhaps, intended to join up with Burnley, at a later date. Again the proposal was never taken up.

(iii) In the 1930s there was a proposal to build a new road to New Hall Hey, along the Irwell Valley from the Edenfield Road near Townsend Fold. Again the proposal was never taken up.

(iv) When the Edenfield By-Pass was proposed and construction began, there was an idea for the development to continue all along Crawshawbooth and Loveclough to Burnley. The road was to join Tup Bridge at Larkhill, by the Cemetery. Yet again the proposal was never taken up.

In the latter part of the 19th century, carriers set up independent wagonettes to carry passengers. In 1887 one ran from Haslingden, the Commercial hotel, connecting Baxenden, Haslingden and Rawtenstall. This was very short-lived due in part to the competition from the first Steam Tram which was set up in 1887. This connected Rawtenstall, Haslingden, Baxenden and Accrington.

The Rossendale Valley Steam Tramways Company was set up running from Rawtenstall to Bacup via Waterfoot in August 1889 and Rawtenstall to Crawshawbooth in 1891. These routes were powered by Baltic Engines.

In the early years of the 20th century there were important changes with electric trams replacing steam and the introduction of Motor Buses. In 1907 came Rawtenstall's first Omnibus – a Rykind Double Decker. In 1908 Rawtenstall Corporation took over the Tramways and introduced electric trams. Rivalry with Haslingden led to a dispute at Lockgate for some time.

In 1924 an omnibus route was opened to Burnley and in 1928 a semi-express route to Manchester. Two years later the tram service ended and the bus became a single stage stop service.

In 1968 the separate Haslingden, Rawtenstall and Ramsbottom bus companies amalgamated in the SELNEC organ station aftermath (sic). Haslingden provided 17 buses and Rawtenstall 45.

Independent companies have a long history from the 1887 Waggonette on. One of the most famous was run by the Roberts family. This had begun in 1864 running from the White Horse in Rawtenstall (the corner of Bank Street and Newchurch Road). The firm had its stables by the Bishop Blaize, though in 1907

it turned to motor transport. The firm ended with the outbreak of the First World War. In 1906/7 the Rossendale Division Carriage Company ran a service Rawtenstall-Crawshawbooth-Burnley and provided Private Hire. It had 40HP buses which could carry 40 passengers at 12 MPH (on solid tyres!). The service was disconnected in 1901.

A mention must also be made of 'Ben Barnes' who provided a Charabanc and Coach service for the inhabitants. For many years the holiday makers of Rawtenstall looked to this firm for their breaks. Eventually in 1965 it passed into the hands of Ellen Smith of Rochdale who have continued the tradition. The name of Barnes does, however, continue as a Rawtenstall haulage firm, based at Hollymount.

RAILWAY

In the early years of the 19th century there was a vogue for Iron Tramways and in Rawtenstall there were thoughts of such a system in 1820. There was no real progress until the 1840s, by which time the value of railways with locomotives had been proved. Businessmen saw the advantage of a Valley link with the Manchester-Bolton line, at Clifton. The line that was promoted in 1844 was the Manchester-bury-Rossendale Railway, soon to be renamed the East Lancashire Railway. It opened from Bury to Rawtenstall in September 1846, at first carrying just passengers, then in May 1847 it began carrying freight.

In 1848 came the extension from Stubbins to Accrington and the opening of the line from Rawtenstall to Newchurch. This was the first stage in the route through to Bacup. The tunnels through 'Thrutch', the Glen, delayed the final stretch to Bacup which was not open to traffic until 1852. It was the development of the railway that resulted in a movement of the population down the Water Valley towards the Irwell and the railway lines, from the upper part of Newchurch. The end result of this was the setting up of a post office at the station area, the name given to this was Waterfoot.

In 1859 the line was amalgamated with the Lancashire and Yorkshire Railway. In 1922 it became part of the London and North Western and in 1923 part of the London, Midland and Scottish Company. In 1948, along with almost all of the railway companies, the line was Nationalised.

The reorganisation and rationalization of 'British Rail' saw the termination of passenger traffic in 1972 and that of freight in 1980. The line was apparently at an end; however enthusiasts in Bury dreamed of reopening as a private 'light railway. After much negotiation and hard work, the stretch from Bury to Ramsbottom was reopened and work begun on the Ramsbottom to Rawtenstall section. The whole route through is no longer possible but that from Bury to Rawtenstall should be open by 1990.

SOCIETY

The scattered small communities of the Middle Ages depend on the Church for their community. Obviously, Whalley was too far for most to travel, though people could, and did, walk long distances for church services. In the second half of the 13th century Haslingden church was founded. In 1512 came Newchurch 1542 a Chapel of ease at Goodshaw and around 1614 Edenfield Church. There was also in use a system of open air services at Crosses, boundary points etc which applied throughout the country.

Never-the-less the Established Church could not cope with the increasing demands of an expanding , changing society. Further, it was seen as associated to the old society, related to the large landowners and squirarchy. As industry developed and society changed these increasing pressures appeared. The aftermath of the Reformation and the Puritan Revolt/Commonwealth led to a move towards different form or forms of religion.

Nonconformity was very strong in the region. In 1663 there was a Quakers meeting place mentioned and in 1714 the Quakers Chapel was built at Crawshawbooth. Baptists were also present. In 1675 Sion Baptist at Cloughfold was organised. Wesley visited the area more than once eg 1761 and Methodism became closely associated with early industry. During the 18th and early 19th centuries many Wesleyan and Baptist Chapels were built. One of the most notable Baptist Chapels was at Goodshaw. Though most of the community it sought to serve has gone, the Chapel, built 1760, remains now in the care of English Heritage. For many years it maintained a tradition of music and annual sermons, in part this has been restored in recent years.

In 1838 St Mary's Church, Rawtenstall, was built and consecrated. 1843 saw Longholme Wesleyan Chapel, 1852 Rawtenstall Unitarian church, 1857 Haslingden road Methodists and in 1892 St John's Crawshawbooth.

In many cases there was a close relationship between religion and music. In particular there was a group known as the 'Deighn Layrocks' or Larks of Dean. They were working class people dedicated to making music, especially Handel, though composing many of their own tunes (often with strange, to our minds, names eg 'spanking Roger').

This tradition of music continued in a modified form, with the setting up of numerous Brass Bands eg Water Band. Also there was the formation of local choirs. These organisations have won several National Prizes eg Rawtenstall Choir won the National Eisteddford Championship 3 times in the 1950s.

Education has also a long tradition. A school was set up by John Kershaw in 1701, at Newchurch. This later became known as Newchurch Grammar School and then developed into Bacup and Rawtenstall Grammar School.

1838/9 saw the setting up of Hollymount School by the Whiteheads. Other early elementary schools included Crawshawbooth National School and Loveclough National school founded in 1846.

The region also embraced the idea of Mechanics' Institutes, with the formation of the Rawtenstall Institute in 1846. In 1899 Rawtenstall Technical Classes were begun. It must be remembered that during the 19th century most people were self educated, working to improve themselves in their spare time (which was very limited). To this end the Cooperative Movement, which was again strong in the area, emphasised education. It supported lectures, magic lantern shows, concerts etc. The Cooperative Hall, Bank Street, built 1868, was for a number of years a notable centre for these events.

There were, however, other, perhaps less worthy, entertainments. Cock fighting was popular and Newchurch saw 'Wars of the roses' between Lancashire and Yorkshire birds. Dog fights were staged as were race meetings. The latter were held for a number of years on Cribden Flat, Laund Hey, during the period 1761 to 1811.

There were so called 'Grand Balls' for the local petty gentry and the industrialists. Later some of the larger industrialists opened the gardens of their homes to their work people, for Garden Parties.

In later years pigeon racing became popular and around 1900 cycling became fashionable. In the past other notable enjoyments included clog fighting, eating contests, betting on long distance walking and, of course, drinking. In 1887 it was calculated that there were 149 Inns, Hotels and Beer Houses in Newchurch, Higher Booths, Lower Booths and Cowpe Lench. The drinking habits of the area attracted opposition in the form of a strong Temperance Movement in the late 19th century.

Now-a-days people look towards the sports complex at Marl Pits, to community centres such as Crawshawbooth, Whitewell Bottom and the Old Fire Station at Rawtenstall. They watch Rossendale United and Rawtenstall Cricket Club or walk on Rossendale Way. They go to local society meetings, Whittaker Park Museum and Public Park, they go to the Ski Slope or to the 'local'. The old Astoria Ballroom, built on the site of Hollymount School, has itself been demolished but the New Astoria is in the 'modern' centre. The Pavilion has closed but the 'Picture House' remains – though partly a snooker club. The railway went, but now returns. The coach tours are still with us and so are the Trade Holidays.