

## **The growth of industry in Rossendale**

Data from Tupling, *Economic History of Rossendale*.

### **Cotton:**

Relevant patents:

1748	Lewis Paul	carding machine
1767	James Hargreaves	hand jenny – 8 threads
1769	James Watt	steam engine
1775	Richard Arkwright	spinning frame
1780	Samuel Crompton	spinning mule, span both warp and weft

(p 193)

Cotton is first recorded in Rossendale in 1770. These new machines were more suited to cotton than to wool and the increasing ease of importing increased the availability of cotton. A number of local capitalists emerged in the 18<sup>th</sup> and 19<sup>th</sup> centuries with direct connections to overseas cotton markets. There was thus a development from farmer – farmer/weaver – farmer capitalist – manufacturer. (pp192, 199, 218-9)

As early as 1826, anti-power loom riots led to the destruction of 4 cotton and 3 woollen weaving mills between Chadderton and Bacup. In 1830 there were 40+ weaving sheds, mostly hand looms, and 40-50 spinning mills of which the majority were for wool. By 1880 there had been a gradual replacement of domestic and shop weaving by the factory system. The population of Rossendale increased threefold between 1801 and 1851 as people moved in to support the mills. (pp 125, 200-210)

The increased use of steam power led to the development of local collieries as the increasing market made their coal viable. The coal seams in moorland outcrops varied from a few inches to approx. 5' in depth.

### **Transport**

The pack horse routes were muddy and rutted.

The first turnpike trusts were established in the early 18<sup>th</sup> century. In Rossendale, the first such trust, Todmorden – Bacup – Stacksteads – Newchurch – Oakenheadwood – Haslingden, was established in 1789. This was followed by Stacksteads – Thrutch – Newhallhey – Laneside (Haslingden) and Newchurch – Lumb – Rochdale in 1826.

'The history of most of the Turnpike Trusts is a record of mismanagement, ignorance of the principles of road construction, obstructive parochialism and unsound finance' (p 223). But it did seem to lead to better roads...

The Manchester, Bury and Rossendale Railway company line was opened in 1848.

(p 222-3)

**Stone**

The opening of the railway made quarrying viable in Rossendale. This occurred mainly south of the Irwell.

(p 226-7)