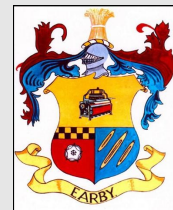


# Earby Chronicles

Edition 57

SUMMER 2010



## SOCIETY AIMS:

To raise awareness, foster an interest and facilitate research into the heritage of Earby and district including Thornton in Craven, Sough, Kelbrook, Harden, Hague and Salterforth.

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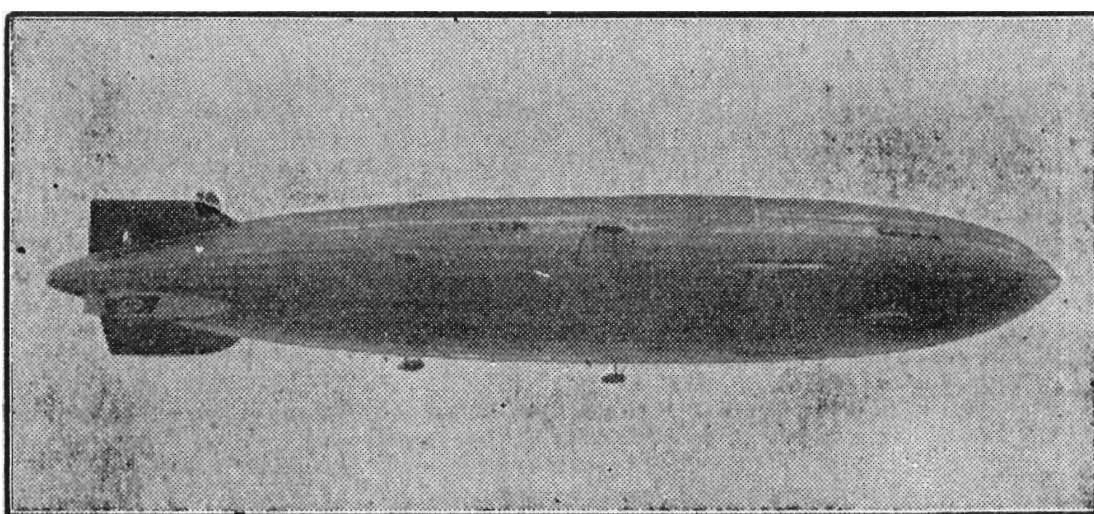
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## ZEPPELIN OVER EARBY

By Bob Abel

This article was sparked off by the donation to the Society of a photocopy of a newspaper picture of an airship, the Hindenburg. The picture was donated by Peter Dawson and was said to have been taken in Earby in 1936.

The Zeppelin air ship was the brain child of Count Ferdinand von Zeppelin who



The huge German airship, "HINDENBURG," passed over the Craven district on Friday evening, May 22nd, on its way from America to Germany—one one two journeys over the district during the year. The photograph was taken by Mr. A. Pratt, of High Bank, Stoney Bank Road, Earby.

it is said conceived the idea after seeing tethered balloons being used as observation posts during the American Civil War. The first successful airship took to the air in 1900, three years before Wilbur and Orville Wright achieved the world's first powered flight and it wasn't long before the airship became the first form of aerial passenger transport.

The Zeppelins were soon to be adapted for warfare and during the first World War were silent purveyors of death in bombing raids over Britain particularly London. However, by 1916 the antidote to the Zeppelin threat, the explosive tracer bullet, had been invented and the menace was greatly reduced.

After the war the airship resumed its peaceful role as a mode of aerial transport with Britain, France and America competing with the German Zeppelins. In 1919 the British R34 made the first return Atlantic crossing from Edin-

### recent talks & features

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Page 6 - Snuff Spinning and Spiritual Houses by Harold Hogarth

Page 14 - Sir Titus Salt by Maria Glot

£2.50

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burgh to New York and back.

The basic principle of the airship is a lightweight metal framework enclosing bags of lighter than air gas, either helium or hydrogen. Germany was at the forefront of airship development but had to use the flammable and therefore more hazardous hydrogen gas as the USA would not supply them with the inert helium gas.

They launched the Graf Zeppelin in 1928 and in 1931 commenced the building of the Hindenburg, the largest airship to be built. It was launched in 1936 and began transatlantic flights from Germany to New York.

It was on one of these voyages that the Hindenburg was observed flying at fairly low altitude over Earby on Friday 22<sup>nd</sup> May 1936. It approached England across the Irish Sea and crossed the coast near Fleetwood before cruising over the Forest of Bowland and over Gargrave, Barnoldswick, Earby, Keighley, Bradford and Leeds before taking a south-easterly course crossing the coast again near Cromer in Norfolk.

Large crowds gathered in Earby to see it pass over and the cricketers at the Applegarth ground stopped practice to get a fine view. It made a wonderful spectacle with the sunlight playing on its silver hull, the name and Nazi swastika being clearly visible on the tail fins.

The Hindenburg flew even lower over Keighley and the local papers reported the event.

*The Hindenburg, the giant German airship, appeared unexpectedly over the Aire Valley a little after 8-00pm on Friday evening. She was returning from the USA to Frankfort am Main having left Lakehurst, New Jersey, at 4-15 BST the previous evening. She reached Frankfort am Main at 12-25 am on Saturday and stood out until dawn when she was moored.*

*As the airship passed over Keighley it dipped to a very low altitude and a parcel was seen to drop near the centre of the town. It contained, among other things, a spray of carnations for a German soldier's grave at Morton cemetery, a small silver cross and a letter.*

*The letter read:*

*To the finder of this letter,*

*Please deposit these flowers and cross on the grave of my dear brother, Lieut Franz Schulte, No 1 Gard Regiment zu Fuss, Prisoner of war in Skipton, cemetery in Keighley, near Leeds.*

*Many thanks for your kindness.*

*Johann P Schulte, The first flying priest  
Aachen  
Lothringestrasse 62*

*Please accept the stamps and pictures as a small souvenir from me.*

*God bless you.*

*I said the first Holy Mass on the Hindenburg 9<sup>th</sup> Mai 1936.*

*The postcards were pictures of the Hindenburg and a picture of a sea plane and bore writing across the face. The flowers, which were in a remarkably fresh condition, were well packed and were contained in a stout cardboard tube.*

*The package was retrieved by two boys and they were taken to the cemetery where about 40 German prisoners of war who had died during internment are buried. At the foot of the memorial, raised in memory of the dead Germans, this tribute from brother to brother was placed.*

A group of German officers and their orderlies, captured during the First World War, were imprisoned in Skipton. Following the war there was the great influenza pandemic of 1918/19 when it is estimated that between 40 and 50 million people died across the globe. There was an outbreak at the Skipton POW camp which developed into a particularly virulent strain of pneumonia. Several of the sufferers were sent to the Keighley War Hospital. Lieutenant Schulte was one of these and died there on March 2<sup>nd</sup> 1919 at the age of 26. He was buried in Morton Cemetery near Keighley along with 46 of his compatriots who also perished in the epidemic. They were buried with military honours with a firing party of British soldiers presenting arms and their surviving fellow officers saluting. A memorial marked the spot where they were buried

A visit to Morton cemetery to find the graves and memorial to these German POWs was singularly unsuccessful. Why had all sign of the burials disappeared?

The answer was found in the newspaper archives of Keighley Library. In 1960 the War Graves Commission announced that all German service men from both world wars who had died and were buried in the UK would be re-interred in a designated cemetery at Cannock Chase in Staffordshire. German search parties had indentified some 5000 graves. In 1967 the remains of the 47 German POWs were re interred in the central military cemetery at Cannock Chase and the memorial transferred as well.

But I digress. To get back to the Hindenburg; not only did the flight over Lancashire and Yorkshire cause excitement but it also led to questions being asked in the Houses of Parliament. The matter of German airships, particularly the Hindenburg, flying over the UK was debated.

The Under-Secretary of State for Air was asked

*"...whether he is aware that on 30th June the German airship "Hindenburg" flew for the second time within a few weeks at a low altitude over Leeds; whether he has any statement to make on the matter; and, in particular, whether it is the policy of His Majesty's Government to allow foreign aircraft to fly low over this country without adhering to a specified route at a reasonable altitude?"*

The policy was in fact not to allow the airships to cross the UK unless unfavourable weather conditions made it a necessity. The obvious fear was that with an increasingly belligerent Germany and the threat of conflict, the airships were being used to photograph strategically sensitive industrial and military areas of the UK.

Almost 12 months later the Hindenburg began its last ill-fated journey from Germany to the USA. Having safely negotiated the Atlantic crossing, bad weather greeted its arrival at Lakehurst and the mighty airship struggled to manoeuvre into its mooring position. Suddenly there was a muffled explosion to the rear of the vessel and within seconds the massive hydrogen filled ship was engulfed in flames and it crashed to the ground a twisted mass of aluminium girders. Remarkably 62 out of 97 passengers and crew survived though some were horribly burned.

The horrific scene was captured on newsreel film and reporter, Herbert Morrison, is heard screaming into his microphone a description which went round the world and foretold the doom of the airship industry:

*"Get out of the way! It's burning, bursting into flames!*

*"This is terrible! It is one of the worst catastrophes in the world! The flames are 500ft into the sky. It's a terrific crash, ladies and gentlemen!*

*"It is smoke and flames now. Oh the humanity! Those passengers! I can't talk, ladies and gentlemen. Honest, it is a mass of smoking wreckage."*

The cause of the disaster has never been satisfactorily determined although many books and learned papers have tried to explain it, too many to discuss in detail in this article,

The two main theories are sabotage by Communist or other anti-Nazi elements or static electricity.

As has been said the Germans did not have access to large enough supplies of helium gas so had to rely on hydrogen as the lifting gas and this is highly explosive when exposed to a source of ignition. The airship had passed through storm clouds on its approach to Lakehurst which may have caused an electric charge to develop on the skin of the vessel. When the vessel was earthed by the landing lines an electrical discharge, a spark, set fire to the skin or some leaked gas and the vessel was engulfed in flames in a matter of seconds.

The era of lighter than air transport craft more or less ended with this disaster and no more airships were to be seen over Earby.

One has to wonder about the incident over Keighley as the airships were not scheduled to pass over the area. Was the dropping of the parcel a spur of the moment action or was it a pre-planned excuse for flying at low altitude over the industrial areas of Yorkshire?

#### References

Craven Herald and Pioneer 29<sup>th</sup> May 1936 - "Hindenburg Thrill"

Daily Mail 15<sup>th</sup> July 2008 - "Return of the Zeppelin: From height of luxury to war machine, the ill-fated past of the largest flying machines ever built" - By Christopher Hudson

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## ANNUAL DINNER

The Society held its eighth annual dinner on Saturday 21<sup>st</sup> February. The venue was for the second time the historic White Lion in Earby. Thirty two members and guests enjoyed a convivial evening with good food and good conversation.

## HUMOUR AND PATHOS IN ENGLISH GRAVEYARDS



Members and their Guests at the Society Annual Dinner



Our speaker in March was Cliff Astin who entertained us with his talk "Humour and Pathos in English Churchyards." Cliff is well known on the speaker circuit throughout the UK and was making his second visit to the Society.

In the first part of his talk Cliff looked at some of the burial traditions going back to prehistoric times with burial chambers and mounds. He showed slides depicting the graves at Heysham carved out of the bedrock, Roman tomb stones and the Victorian fashion for elaborate memorials. We saw examples of the symbolism carved on grave memorials by ancient stone masons; skull and cross bones and egg timers with wings indicating the passing of time and man's mortality.

Although many prominent people had memorial stones usually inside the church, it wasn't until the end of the 17<sup>th</sup> century that head stones began to appear for lesser mortals.

Cliff gave examples of epitaphs carved onto grave stones which were tragic, humorous, poetic or downright insulting.

In Victorian times there was a lively trade in fresh corpses to supply the increasing number of medical researchers and families went to great lengths to prevent grave robbers, the so called "resurrectionists" like Burke and Hare, from stealing recently buried family members. Cages or heavy stone slabs were used to cover graves and some cemeteries had watch towers for keeping an eye on the graves.

Here are a couple of epitaphs to make you smile

She lived with her husband fifty years  
And died in the confident hope of a better life

-----  
ANNA WALLACE

The children of Israel wanted bread  
And the Lord sent them manna,  
Old clerk Wallace wanted a wife,  
And the Devil sent him Anna.

## **SALTERFORTH SCHOOL CENTENARY**

Saturday 10<sup>th</sup> April was the centenary of the opening of what is now Salterforth Primary School and



**The newly built school - 1910**

Muriel Pollard and her daughter Christine were instrumental in the organisation of a special exhibition in the village hall to commemorate the event.

The early years of the 20<sup>th</sup> century saw a boom in the cotton textile industry in the area. This in turn was attracting more people into the Earby and Salterforth district to fill the vacancies at the

mills. Very soon the school facilities were being overwhelmed. 1896 and 1897 saw the opening of Kelbrook and Earby's New Road Schools and it wasn't long (1906) before the Earby school had to be expanded. Alder Hill School in Earby was opened in 1911. Salterforth already had a school built in 1844 and this too became inadequate for the needs of the village. Hence the West Riding Education Authority sanctioned the building of a replacement school, which was opened on April 10<sup>th</sup> 1910.

An exhibition of photographs depicting school life through the decades was assembled and displayed in the Baptist Chapel in Salterforth. The event drew in a large number of former pupils and local residents and many a school day memory or anecdote was shared over lunch.

A superb day was shared by many people and the organisers and all the helpers can justifiably be proud of their enterprise.



Visitors at the Exhibition



Muriel and Christine Pollard

## SNUFF, SPINNING AND SPIRITUAL HOUSES

Harold Hoggarth was our guest speaker in April and his talk was based on his experiences of tracing his family tree.

It all started in 2002 when his cousin read an item in the local paper asking for information about Hoggarths, in particular Ronald Hoggarth who was at one time mayor of Nelson.

Harold has traced his forbears back to the late 1700s in the Kendal area, in particular to Mealbank a village which has hardly changed for over 100 years. The mill there was a snuff mill before converting to woollen manufacture. Harold soon discovered that there was a snuff and tobacco products manufacturer in Kendal by the title of Gawith Hoggarth which is still in business today and whose history has been well documented. Harold has not yet found a direct link to the Hoggarth of Gawith Hoggarth but he is sure there is a connection somewhere along the line.

The spinning connection of the family is Samuel Crompton, the Bolton born inventor of the spinning mule. The spinning mule revolutionised the production of fine yarn when demand to keep up the supply of yarn to the weavers was increasing. Harold briefly related the story of Compton and how he never made any money out of his invention.

One of those family stories which sometimes mix truth with fiction told how one of Harold's ancestors helped to build an abbey. On investigation a certain amount of truth was uncovered but the reality was probably that the ancestor, who was a builder, most likely worked on an extension to Whalley Abbey when it was in private hands and used as a house.

As Harold said there is much more research to do on his fascinating family story. We wish him luck.

## HISTORY OF FOULRIDGE

It is twenty years since Fay Oldland wrote her book "The Story of Foulridge". Fay, with her husband Robert, has also been involved with several other local history projects in Foulridge resulting in her being appointed in 1984 as Honorary Official Historian to the Parish of Foulridge .

On Friday 21<sup>st</sup> of May a new edition of the "Story of Foulridge" was launched at Foulridge village hall. Both I and our Society secretary, Margaret Brown, were privileged to be amongst the guests who included Dennis Mendoros, the newly appointed High Sheriff of Lancashire, and the Mayor of Pendle Councillor Tony Beckett.



Fay Oldland signing her book "The Story of Foulridge"

Much additional material has been added to the original book with many more illustrations and photographs, a lot of them in colour. The book traces the evolution of Foulridge from the earliest settlers up to the village as it is today, painting a picture of how village life has changed in the intervening centuries.

The book is an excellent example of a village history written by someone with a real love for her subject and is well worth adding to your book shelf.

"The Story of Foulridge" by Fay Oldland (ISBN 978-0-9565366-0-0) is published by Noyna Publishing at £15 and is available at the Book Shop, 22 Church Street, Colne.

## **WOMEN SERVING IN THE WARTIME NATIONAL FIRE SERVICE IN EARBY**

Peter Dawson is researching the role of women in the National Fire Service (NFS) in wartime Earby.

Women played a vital role in the NFS during the Second World War. Although they had some training and were involved in practice drills they were not normally called upon to fight fires. However they did provide crucial support as fire watchers, drivers, managing communications, staffing canteens, and general equipment cleaning and maintenance. At the peak some 80,000 women are said to have been enrolled in the NFS and at the end of the war the majority of these women were discharged from the service.

Earby had its detachment of firewomen during the war and a temporary building was erected for their living quarters at the side of the fire station on what is now the Earby bus station. It also housed a recreation room and canteen for the use of all the men and women in the fire service in Earby.

The communications room, which was the responsibility of the firewomen for 24 hours a day, seven days a week, was housed at the other side of the fire station.

During the wartime the firewomen wore navy woollen suits with either trousers or a skirt. They were also issued with steel helmets for protection and a soft fabric peaked cap that was worn around the station.

Peter thinks there may have been nine women stationed at Earby fire station during the 1941-46 period. He has the names of seven of them: Beatrice Waddington, Vera Waddington, Betty Vasey, Doreen Vasey, Marion Eastwood and Connie Wiseman.

Do you know of any other women who served at Earby fire station? Have you got a photograph of any of the Earby contingent or perhaps a group photograph? Peter would be grateful for any information you might have and can be contacted directly or through Bob Abel on 01282 843850.

## **ALFRED DUXBURY AND THE ARMAGEDDON BAND**

## By Pat Duxbury

My late husband, Michael Duxbury, came from one of Earby's talented musical families. He learnt to play the piano as a youngster but did not particularly pursue any interest in it in later life. One of his sisters, Barbara, was a competent violinist.

Michael's father Alfred was a trumpeter and his uncle Harold an accomplished drummer and also well known for his foolhardy stunts in Earby (but that's another story).

At an early age Alfred decided he wanted to be a trumpeter. His parents couldn't afford to buy him a trumpet so his mother Beazie (Elizabeth) borrowed the money from my grandma, Mary Elizabeth Smith, to buy an instrument. Alfred left school at the age of 12 and was taught, in his spare time, by a local player, to play the trumpet.

During his life time, Alfred played with many ensembles large and small, famous and not so famous. Some of the bands he played for include Earby Prize, Black Dyke Mills and the Settle Brass Bands. He was also called upon to play in the Halle Orchestra and all this while working full time as a tackler at Johnson and Johnsons.

However, arguably, his claim to fame is as trumpeter in Arthur Maden's Armageddon Band. The Armageddon Band was formed in 1931 and before it disbanded in 1939 it had become one of the best known bands in the North of England. Seven amateur musicians from Earby and Barnoldswick decided to form the band under the leadership of Arthur Maden.

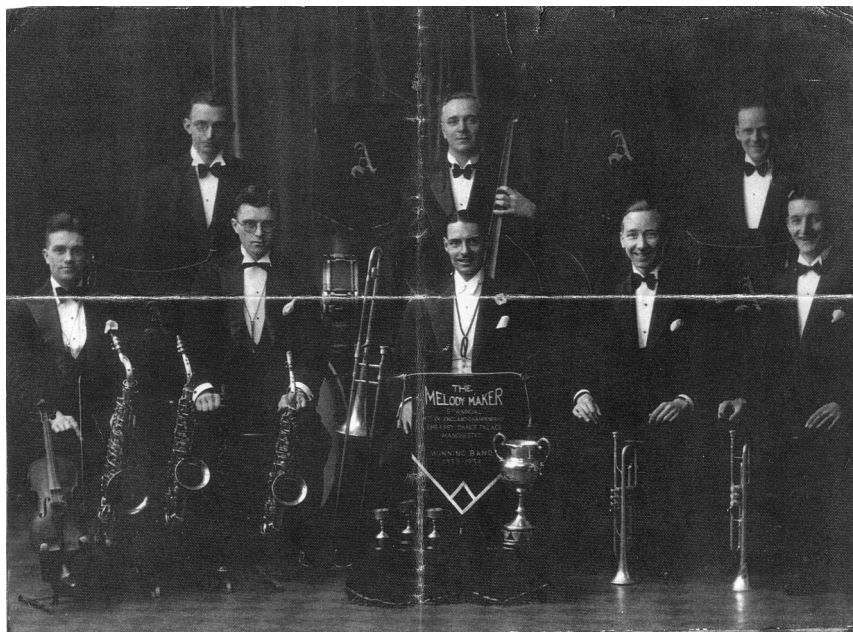
As Alfred explained, "Armageddon means the final fight between Good over Evil and their aim was to create a good band from a bad one", an objective which, by all accounts, was a great success.

Their first public engagement was at Bracewell Hall, in those days a popular rendezvous.

Some of the personalities who appeared in the band during the 1930s besides Alfred Duxbury on trumpet were:-

Arthur Maden (trombone), Tommy Hayhurst (piano), R. Varley (clarinet), Maurice Lomax (drums), Dick Veevers ( saxophone), T. Fielding (saxophone), Billy Gutteridge (trumpet), Jim Hartley (double bass), Joe Roberts (saxophone and clarinet), Harold Duxbury (drums), and vocalist Una Cairns.

In 1934 they won the Melody Maker North of England Dance Band Championship at the Embassy



**The Armageddon Band - North of England Dance Band Champions 1934.**



Dance Palace in Manchester.

In 1936 they won the Yorkshire County Championship at Windsor Hall, Bradford, and thus qualified to represent Yorkshire in the All England Championship to be decided at Blackpool in



**Teenage Bandsman Alfred Duxberry**



**Melody Maker Winning Sash 1933 - 1934**

May that year. One of the adjudicators was the well known band leader Lou Praeger and Alfred together with Arthur Maden, Tommy Hayhurst and R. Varley, won four of the seven prizes for the best individual instrumentalists. The other players who shared the success were Messrs Lomax, Veevers, Fielding, Gutteridge and Hartley.

They were runners up in the Blackpool competition.

The band enjoyed their playing; they must have as they usually got 15/- each for performing from 8-00pm to 2-00am and they all had day jobs to go to.

Their reputation grew and they travelled all over Lancashire and Yorkshire to perform including Manchester, Bolton, Blackpool, Fleetwood, Bingley and Leeds. They took over from Mosley's Band as the premier band of the district.

The Armageddon Band was versatile and would adapt its style to suit any occasion and for some time acted as the pit orchestra at the Barnoldswick Palace. However the 1930s was the golden age of the Dance Band with the likes of Ray Noble, Jack Hylton, Ambrose, Harry Roy, Henry Hall and many other bandleaders and likewise the Armageddons were best known as a dance band

For style, rhythm and ability they took a lot of beating and they had many offers to turn professional. They once had a chance of a tour of Rhodesia but fame and fortune could not tempt them away from their home territory of West Craven. In an interview for the Barnoldswick and Earby Times, Alfred says "We played music - good music - purely for its own sake. We weren't particularly interested in money and the music would have lost some of its magic if it had become a way of earning money".

The band was split up in 1939 with the outbreak of another Armageddon, World War II, but the players continued with their music in other fields. At one time Alfred taught trumpet at Giggleswick School and played the trumpet for his own pleasure. Billy Gutteridge and Tommy Hayhurst did eventually turn professional.

Alfred's sixty years of trumpet playing was brought to a sudden and unexpected end when, at the age of 73, he lost a front tooth when biting into an apple.

**Editor's Note.**

It has always been believed that the band split up at the start of the war. Since this article was written, an announcement in the Barnoldswick, Earby and District Herald (13/5/1943) for the 1943 "Wings for Victory" Week fundraising events, advertises a "Wings for Victory" Ball with dancing to Arthur Maden and his Armageddon Band. Was the band still together or was this a special reunion for the event?

**EARBY AND THE NATIONAL RAIL NETWORK**

8-0 p.m

# 'Wings for Victory' Ball

IN THE  
**ALBION HALL**  
DANCING TO  
**ARTHUR MADEN & HIS ARMAGEDDON BAND**  
M.C's. Messrs. M. Nutter & E. P. Thompson  
**Admission by Programme 2/6.**

Refreshments will be available at reasonable charges  
Tickets may be had from various members of the Committee

Announcement from the Barnoldswick, Earby and District Herald 1943

Following the article in the last issue of Earby Chronicles on the closure of the rail link between Skipton and Colne, the 1939 timetable shown has come into the Society archive. This illustrates how Earby was connected to the national rail network but in this case on lines long since defunct like the one through Earby. The route was through Skipton, Embsay, Ilkley, Otley, Harrogate, Ripon and Northallerton and then on via Yarm to Stockton, Hartlepool, Sunderland and Newcastle.

PLEASE RETAIN THIS BILL FOR REFERENCE. J 14/R

**LMS and L.N.E.R**

SUNDAY, JANUARY 8th, 1939  
Special Half-Day Excursion  
to  
**Ilkley, Harrogate, Ripon  
Skipton, West Hartlepool  
Sunderland and Newcastle**

FROM	Times of Departure	RETURN FARES—Third Class						
		Ilkley	Harrogate	Ripon	Skipton	West Hartlepool	Sunderland	Newcastle
Earby...	11 59	1 4	1 4	1 4	1 4	1 4	1 4	1 4
Skipton ...	12 10	1 7	1 7	1 7	1 7	1 7	1 7	1 7
Adelphiham ...	12 15	1 4	1 4	1 4	1 4	1 4	1 4	1 4
ILKLEY ...	12 40	1 7	1 7	1 7	1 7	1 7	1 7	1 7
Arrival Times		12 40	1 24	1 47	1 50	2 14	2 34	4 25

Returning same day from—

NEWCASTLE	2 p.m.	RIPON	2 p.m.
WANDSLEIGH	8 30	HARROGATE	11 10
WEST HARTLEPOOL	9 30	ILKLEY	12 10
STOCKTON	10 0		

Children under 3 years of age, free; 3 years and under 14, half-fares.

**RESTAURANT CAR** (Light Refreshments only).  
A Restaurant Car will run on the above on that afternoon from 10.15 to 11.15 along the route and obtain a cold luncheon, tea, sandwiches, light refreshments, wines, spirits, beer, fruit or cigarettes. The list below gives an idea of what you can get, but it is not possible to show here the complete tariff.

Hot, Trappist and Special Breads	each 2d.	French Bread 1/2 lb	... 1/6
Chicken	... 1/6	Tea or Coffee per cup	... 1/6
Steak	... 1/6	Hot or Cold Beer	... 1/6
Wine	... 1/6	Hot or Cold Beer	... 1/6
Cake and Pastry	... 1/6	Hot or Cold Beer	... 1/6

Ala, Stew, Mineral Waters, Cigars, Cigarettes, and Chocolates at usual prices.

**CONDITIONS OF ISSUE.**  
Day, Half-day and Evening Tickets are issued subject to the conditions applicable to tickets of these descriptions as shown in the Company's Time Tables. For Luggage Allowance also see Time Tables.  
Tickets and information can be obtained in advance at the COMPANY'S STATIONS, also from the usual Agents.

For further particulars apply to Mr. H. A. HOOKS, District Passenger Manager, L.M.S. Railway, LEEDS (City), (Telephone No. LEEDS 3121) Extension 268, or to the Passenger Manager, L.N.E. Railway, YORK, or District Passenger Manager, L and N.E. Railway, LEEDS (Central).  
December, 1938. (XY/845/C)  
(S.R.O. 32325)

BY ORDER.

(L500) Times Printing Co. Ltd., Hetherington, Yorks. J 14/R

There was also a summer Saturday seaside special train which ran from Saltburn to Blackpool and return via Earby which used the same cross country route.

During the 1960s Beeching\* era, many branch and cross country lines were closed including the line from Skipton to Ilkley (1965) and the link between Menston via Otley to Arthington (also 1965) which connected to the currently open Leeds to Harrogate line. The line from Harrogate via Ripon to Northallerton closed in 1969, with the line through Earby closing in 1970.

Interestingly there have been moves to reconnect Otley to the rail network as well as the Skipton to Colne link.

\*Dr Richard Beeching was appointed as Chairman of British Railways in 1961 by the Harold McMillan government and given responsibility for improving the railways profitability. Two years later he published his report "The Reshaping of British Railways". It called for the closure of more than a third of the country's 7,000 railway stations and the uprooting of 5,000 miles of track, saving £18m a year.

## **RECOLLECTIONS OF A DISTINGUISHED EARBY COMPANY** **By Jeffrey Metcalf**

The centenary of Salterforth School brought back many memories of a splendid local building company - W. Cowgill and Sons, Builders and Contractors - who have left an indelible mark on the map of our local district, with very many fine stone built houses and other premises.

The owner of the company was William Cowgill who had four sons, Edgar, Fred, Tom and Bert who all worked in the business with their father. The company operated throughout most of the last century and I was employed by them for a good number of years after the Second World War.

At this point I must stress that these are solely my memories of the company and I would be interested to hear from anyone who has more information about the company and their buildings.

Because Salterforth School prompted me to write these notes, I will try and list the excellent buildings they erected in the village. The school, of course, opened in 1910 and was built from local stone quarried in the village. Prior to this they had built a fine Baptist Church which opened in 1903. Unfortunately this building was sold and subsequently demolished in the early 1980s because running costs became prohibitive.

After the school was finished a first-rate row of terraced houses was constructed directly opposite the school.

I remember a local man who worked for Cowgills during these early years of the twentieth century who would have worked on those early Salterforth building sites. His name was Laurence Croft and he lived close by our family home in Klondyke.

Other well constructed buildings in Salterforth include the semi-detached houses at Crossfield and Hayfield

There are many significant buildings which the company erected in Earby, including the terraced properties on Croft Street (named after the afore-mentioned Laurence Croft), Cowgill Street (named after the builders) and the shops on New Road. Larger projects include the George Street Methodist Church, which was later gutted by fire and subsequently demolished, Earby police Station (1900) on Colne Road and the old Earby Weavers Institute (1908). Further afield another police station was built at Gargrave.

After the Second World War more building work took place in the town including the houses on Bawhead Road and the bungalows on Wentcliffe Drive. Cowgills also built the old peoples bungalows on Rostle Top Road and those near the Craven Heifer in Kelbrook. Finally the company also constructed the Bowling Club Pavilion and changing rooms at Sough Park.

Cowgills premises were on Aspen Lane and everything except windows was made by the firm. In the early days, the mortar for building was produced from lime (from Swinden Quarries) and ash from the boilers of local mills. This was mixed in an antiquated mixer at the Aspen Lane premises.

The construction work carried out by this building company has stood the test of time and the next time you are passing one of these buildings, pause a while and consider the quality of the work done. The descendants of the Cowgill family and those who worked for them can be justly proud of the heritage these buildings portray.

If you can add to the story of Cowgill and Sons you can contact Jeffrey via the society's Bob Abel on 01282 843850

## MORE NEWSPAPER ARTICLE DONATIONS

John Hartley was a regular contributor of local history articles to the Craven Herald in the 1920s and 1930s. Based on his own and other local residents' memories they offer a fascinating insight into the people and events of Earby in the later 19<sup>th</sup> and early 20<sup>th</sup> century. Some of the articles have been transcribed by John Turner and Bob Abel and are posted on the Society web site ([www.eurbie.org](http://www.eurbie.org)).

His niece, Elva Wilkinson (nee Carradice), has donated to the Society archives two albums in which her uncle kept some of the original newspaper articles cuttings. Thanks to Elva for this generous donation.

Below we reproduce an article about John Hartley from the Barnoldswick and Earby Times which appeared in 1941, one of a series of articles on "Earby Worthies"

## NOTABLE EARBY CITIZENS

Brief sketches of some Earby men and women whose past labours have contributed to the civic, social or religious life in their township.

From the Barnoldswick and Earby Times, 10th October 1941

### John Hartley

Of few citizens - in Earby or elsewhere - could the terms that head this column be more fittingly or more truly applied than with the present subject. Mr John Hartley, so simple and unassuming in character and disposition, has made a contribution to the religious and public life of Earby that has been in many senses unique. As historian and press representative, educationalist, temperance and peace advocate, business manager and as a truly outstanding figure in the religious life of this community, his gifts and personal influence extending over a period of nearly fifty years could hardly be surpassed.

John Hartley was born in Earby. His father, George Pressland Hartley was a native of Thornton and his mother, whose maiden name was Elizabeth Green, came from Gargrave. When the Victoria Mill was built, in 1850, both parents came to work there and in due course, John, at the age of ten plus, and as a half timer, entered the mill as a "doffer". After two years he became a full-time weaver and remained so for eight years. His only education was received at the old Wesleyan Day School in Riley Street, which was opened in 1872, and later became a council school under the West Riding Education Authority in 1885. His first master in the Wesleyan period was Mr. Samuel Leech, and later Mr. James Lindley, who went up to Alder Hill School in 1910.



John Hartley at his wedding  
in 1927

Both these masters were men of the highest character and integrity, and both of them, and especially perhaps the latter, left an impression on the mind of the young pupil that will never be erased.

During the half-time period at the mill, John attended evening classes at Riley Street. He also took lessons in shorthand there under Mr. Amos Fletcher, another teacher who exercised an important influence on his life, and these two became close companions in a friend-

ship which lasted for many years. Mr. Fletcher later became well known as a teacher of shorthand in Leeds, working under the West Riding Authority, which did a great deal of technical education before the Evening Institutes were formed. John subsequently attended training classes for teachers at Leeds Institute for a period of eight years.

When his own term of training was completed, the young student became himself a teacher at New Road Evening Institute, his subjects being shorthand, bookkeeping, commercial practice and commercial geography. About this time he took over work for the local newspapers. His more recent articles dealing with local events and people in the past constitute a most important piece of local history.

The Earby Manufacturing Company was formed in 1895 and George Hartley, his father, became one of its directors. When he died his son was appointed in his place. Later he became manager of the firm and he has retained his association with these two offices for over thirty years. As representative of the firm he has regularly attended the cotton markets at the Royal Exchange Buildings, Manchester.

John Hartley's early years were spent in an atmosphere of religion and intense devotion to church duties. His father was a Sunday school superintendent and his brother was secretary; John himself became a teacher in the bible class. All served as stewards in the Barnoldswick Methodist Circuit. For 48 years John Hartley has been a fully credited local preacher for that denomination. His unflinching devotion to church work and duties through half a century can have few parallels. He became, in early life, an ardent worker for the Earby Temperance Association, which he had helped to form; this movement combined all the churches and chapels in the area. Large public meetings were held under its auspices, at schools and public halls in the district, notably in the Coronation Hall. Many meetings took the form of social gatherings and "At Homes", where temperance addresses were given as part of the programme.

Mr John Hartley, whose politics in later life have been broadly humanitarian rather than limited in the strictly party political sense, attached himself to the Liberal cause in his early years, and has for a long period acted as treasurer for the local Liberal Club and Vice-President of the Skipton Divisional Liberal Association. In matters of politics, as in religious and social affairs, his views have been governed by a reasoned and balanced judgment rather than political partisanship or preconceived ideas.

For over ten years he has held the post of chairman of the local Education Sub-committee, an office for which his genial disposition and his capacity to get the best from his colleagues, together with his unquestioned regard for education and for all that affects the welfare of the child, have particularly fitted him. No more fruitful period for teachers and children in the area has been experienced than during the years he has presided over this body. For many years he has acted as the representative of Earby Urban District Council in the Skipton High School for Girls.

Always a passionate advocate of peace between nations, he has been associated for many years with the peace work in the district acting as treasurer of the local League of Nations branch, helping to organise public meetings and social events for the cause. His sympathy for those suffering privation and in need of social assistance, especially during the years when unemployment was rife in Earby, brought him into touch with an early effort to relieve cases of acute distress and resulted in the formation, in 1933, of the Earby Social Welfare Committee. He has been treasurer and an active worker for this committee ever since its inception.

On the occasion of Mr. Hartley's marriage in 1927, to Miss Ethel Carradice, a presentation, subscribed to by his 200 employees, was made to him. Mr. Percy Windle, making the presentation, paid tribute to him which puts, in a few words, the measure of esteem and affection he has won from those who know him. It said :- "Mr. Hartley's tolerant and sympathetic attitude has earned for him the high esteem of all who are associated with him and particularly his employees". Referring to the



frequent use of Mr. Hartley's christian name by friends, colleagues and workers, he said :- "This did not indicate an attitude of familiarity that breeds contempt but of intimate affection and valued friendship."

Prior to her marriage, Mrs Hartley was a sister at Hope Hospital, Salford. For twelve years she had been actively connected with local nursing and ambulance work and she still retains her enthusiastic interest in this work. At present she is treasurer of the Nursing Association. Like her husband, she has always been a keen worker in church affairs and a helpful collaboration with him in his social and public work. Mr. Hartley's brother is a County Councillor and a JP. and his daughter by a former wife, Mrs Edwin Berry, is a well-known vocalist who broadcast on several occasions from Manchester for the BBC and who has gained for herself the coveted distinctions of the musical world, LRAM and ARCM.

## DONATION TO THE SOCIETY ARCHIVES

Elva Wilkinson has also donated a copy of "The Glen Book" written by Katherine Bruce Glasier when she was living in Earby. Also included are a copy of Katherine's funeral service held in Manchester, a newspaper cutting from the Daily Herald reporting the occasion and a copy of the Katherine Bruce Glasier Memorial Fund booklet. Thank you Elva, these will be cared for by the Society.

## SIR TITUS SALT

We were pleased to welcome Maria Glot to speak at the May meeting. Maria is a student of history and has been researching Sir Titus Salt and his "model" village of Saltaire for some forty years. She gave us quite a different insight into the complex character of Sir Titus to what most of us were expecting.

He was a very secretive man who could not abide losing and was known for his vanity. He was an MP, Mayor of Bradford and a magistrate but would not speak in public unless absolutely necessary; he never made a maiden speech in Parliament. It is said that just before his death he gave his sons sufficient money to buy up any documents with his name on and he had them burned.

Salt was determined to train, against his father's wishes, to be a medical doctor. However it soon became apparent that he could not stand the sight of blood so instead he had to join his father in the textile business in Bradford.

Titus Salt was a midas character, turning all he touched into gold, as exemplified by his buying up a job lot of a useless fibre called alpaca which had been used as ballast in ships trading with South America. No manufacturer wanted it as it was deemed impossible to spin because of the long staple length and its inherent hairiness. Salt persevered and when he solved the spinning problem, a fifty year patent ensured that he was literally on to a money spinner. Through his connection with Prince Albert, Queen Victoria wore a dress made from the fibre and the fashion was set.

In the mid 19<sup>th</sup> century Bradford was becoming a cesspit of bad health and the life expectancy of the mill workers was very short. Many workers had flocked to the growing city but no provision had been made for sanitation or a clean water supply and it was no surprise that outbreaks of cholera occurred.

Eventually Salt decided to sell up his Bradford business empire and build a brand new factory on a site to the West of Bradford where there was an adequate supply of clean water from the river Aire, good transport communications with the Leeds and Liverpool canal to bring in the raw fibre from Liverpool docks and the railway to take away the finished goods. As an added bonus the prevailing winds took the stench of Bradford in the opposite direction. The site was to become known

Aire, good transport communications with the Leeds and Liverpool canal to bring in the raw fibre from Liverpool docks and the railway to take away the finished goods. As an added bonus the prevailing winds took the stench of Bradford in the opposite direction. The site was to become known as Saltaire.

Having travelled extensively in Europe he wanted his mill to be built in an Italianate style with the chimneys reflecting Venetian architecture as we see today. The mill was built first and when this was making profits he started to have homes built for the workers, the style and grandeur of the house reflecting the status of the worker in the factory. All had toilets and running water. He had a school, a church, a hospital and an institute built and bath houses and shops. He had many famous contemporary visitors to view his showpiece

Salt was a hard headed Victorian business man and what may at first sight seem to be a totally philanthropic gesture had ulterior motives. He worked his staff 6 days a week twelve hours a day and even employed underage workers. The schools were there to train his workers in the skills he needed. There was no pub to prevent alcohol affecting the productivity of his workers.

The enterprise was to be as pollution free as possible and charcoal filters were fitted to the chimneys to reduce the smoke emissions; however he was not averse to having young children sent down the stacks when they needed cleaning out and the spent charcoal replacing.

I will not go into too much detail here but, rather than pollute the river or canal, human toilet waste was recycled for use in textile or leather tanning processes or used as a fuel for the boilers.

Sir Titus Salt died a very wealthy but unpopular man leaving generous legacies to his immediate family but he has left a legacy to us all in the World Heritage site called Saltaire. We look forward to our visit there this summer.

## “THAT WAS ENTERTAINMENT A nostalgic look back at entertainment in Earby”



Book Cover - “That was Entertainment”

This is the title of the Society’s latest publication written by Stephanie Carter and telling the story of Earby’s rich tradition of “home grown” entertainment until the coming of the television age. Stephanie has not only delved into the archives but also drawn on the memories and experiences of the people of Earby to trace the many fascinating aspects of how we entertained ourselves in years gone by.

The book is well illustrated with photographs to rekindle memories of an age now past and also remembers the many people who made Earby renowned for its musical talents.

The Society will be hosting a book launch on June 26<sup>th</sup> at the Earby Mines Museum starting at 11-00 am where the book will be available to purchase at £5.00 with any profits being added to Society funds. Light refreshments will be available. See you there.



Cast Photograph of the 1939 production of "Aladdin"

The photograph shows the cast of Mount Zion Baptists' production of Aladdin in 1939; can you put names to faces?

## FORTHCOMING PROGRAMME

### SATURDAY 26TH JUNE

"That was Entertainment" - Book Launch  
at the Earby Mines Museum. 11.00 a.m. For 11.30 a.m.

### JULY - NO MEETING

### AUGUST - NO MEETING

### TUESDAY 21st SEPTEMBER

"A History of the Duke of Wellingtons Regiment." by Scott Flavin

### TUESDAY 19th OCTOBER

"Sex, Wigs and Drink in the time of Queen Anne." by Alan Crosby

### THE SOCIETY

Meets at the  
Community Centre,  
New Road, EARBY on  
the third Tuesday of  
the month at 7.30 p.m.  
(except for outside  
visits).

**ANNUAL  
SUBSCRIPTION  
£6.00  
UK £8.00  
Overseas £12.00**

### Contents:

Whilst every effort is  
made to ensure  
accuracy of  
information in this  
edition, this cannot be  
guaranteed.

**Next Issue:  
Earby Chronicles  
Autumn 2010.**

Articles, photographs,  
comments or news  
items, which mem-  
bers would like to  
submit, for inclusion in  
the next issue of Ear-  
by Chronicles are al-  
ways welcomed.

Please forward all  
such items to  
Bob Abel.

The deadline for inclu-  
sion in the Autumn  
2010 Edition will be  
Saturday 8 August  
2010

**www.eurebi.org**

Is the society website.  
Comments and  
suggestions for the future  
development of this  
resource should be  
emailed to

**webmaster@eurebi.org**

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### DATA PROTECTION ACT

Members details are held on computer for mailing and compilation of a membership list. The details will not be used for any other purpose without the express permission of the member. If you do not wish your details to be held on computer please inform the Treasurer immediately.