

and Recreation Grounds, which were already in many towns regarded as one of the concerns of the Municipal Body where that body was functioning properly.

Education could not in 1876 come within the purview of the local authority, as such, and consequently the town had no Technical College, School of Art, or Municipal Secondary School. The work of elementary education was in the hands of the Churches, and the accommodation was so far in excess of the needs of the scholars that there had been no demand for the adoption of the School Boards Acts. With few exceptions, however, the schools were small and not well adapted to the purposes for which they were built, and the duplication of staffs caused by their excessive number was wasteful and inefficient. Technical and Commercial Education was mainly in the hands of two voluntary bodies—the Bury District Co-operative Society and the Bury Athenaeum. Technical Education was first taken up by the Municipality in the nineties, and the Technical College in Broad Street was built in 1894. At the present time plans are being invited for a new Technical College on the old Fairground. A Municipal Secondary School, lately re-named the Bury High School, was built in 1910. The Town Council is represented on the Bury Grammar School and the Convent High School Boards of Management. Since the passing of the Education Act of 1902 several Council Schools have been built, and a number of the smaller Elementary Schools have been closed. There is a Junior Technical College for boys who have passed through the Elementary Schools who desire to enter the engineering and other trades of the town.

It has been mentioned that Canon Hornby suggested to the Bury Improvement Commissioners as early as 1863 that a Recreation Ground was badly needed in the borough. Throughout the seventies one meets with occasional references to this need in the correspondence columns of the local papers. Even earlier than the letter of Canon Hornby to the Commissioners in the time of the Cotton Famine (1863), suggesting the laying out of a Recreation Ground as a measure of relief for unemployment, the provision of Public Parks and Playing Fields had an influential advocate in the town. Mrs. Howorth, wife of the Rev. Franklin Howorth (a lady who shared her husband's philanthropic and generous impulses and who wielded a gifted pen), advocated such provision in the columns of the local press as early as the later fifties. In one such appeal she claimed the importance of open spaces not only for the health of the children but "to keep them from the evil influences of the streets." The first advocate of Recreation Grounds in the Council Chamber was Mr. John Ashworth, who in later life was twice Mayor of Bury, became the "Father" of the Council, and a year or two before his death was granted the Honorary Freedom of the Borough. Mr. Ashworth introduced the subject very soon after the incorporation of the town; and, there being at the time an accession of civic feeling as a consequence of the increased municipal dignity, his

appeal fell upon sympathetic ears. The first active step took place in 1883, during Alderman Duckworth's third year as Mayor. On November 7th, 1883, a town's meeting was called to consider the question, and a committee was appointed to meet the Lord of the Manor (the Earl of Derby). The deputation was so far successful as to secure the promise of a gift of £10,000, to be subtracted from the cost of the site. A central Park of considerable extent was contemplated at first, but the difficulty of obtaining a site large enough and central enough caused this scheme to be abandoned in favour of three Recreation Grounds of smaller size in Manchester Road, Rochdale Road, and Walmersley Road respectively. To this modified scheme Lord Derby gave his assent without withdrawing his offer.

RECREATION GROUNDS ACQUIRED.

Elton was, however, the first part of the borough to acquire a Recreation Ground. The people of that part of the town were a little shy at first of supporting proposals. Elton was looked upon as Bury's poor relation, and there was a fear in the minds of the inhabitants that if such a Park should be acquired it would be in a part of the town remote from their district. Their fears were set at rest, however, when Mr. Henry Whitehead, who lived in Elton, came forward with an offer to provide a Recreation Ground for Elton. The offer was accepted, and the first Recreation Ground in the town was opened on May 29th, 1886. Meanwhile the general plan for providing Bury with open spaces was making good progress. The near approach of Queen Victoria's Golden Jubilee, aided by a fair degree of local prosperity, was causing townspeople of means to loosen their purse strings. By February, 1887, a sum of between £17,000 and £18,000 was in hand, including gifts of one thousand pounds each from two townsmen, Mr. O. O. Wrigley and Mr. Thomas Ormerod Openshaw, and one of a like amount from Mr. R. N. Philips, the Member for the Borough. Mr. Openshaw afterwards greatly increased his offer by giving his own private garden for the augmenting of the Rochdale Road Ground. The offer meant an addition of five acres and a half of well timbered and beautifully laid out land. To this fine gift he added a large sum to be used as a permanent endowment.

Rapid progress was made with the work of constructing the Grounds and laying them out in such a way as to provide for the enjoyment of old and young ; and on July 21st, 1888, two of these Grounds—the one in Rochdale Road and the one in Walmersley Road—were formally opened by the late Duke of Clarence, elder brother of H.M. King George the Fifth. The Ground in Walmersley Road was named after the Royal opener. Some years later, a local estate of the value of over seven thousand pounds having fallen to the Crown, in default of testamentary disposition and legal heir, an order was made by Queen Victoria for this amount to be transferred for the augmentation and enrichment of the Clarence Ground.

The last of the four chief Recreation Grounds to be opened was the one in Manchester Road. The fifteenth Earl of Derby, uncle of the present Lord, performed this ceremony on August 30th, 1890. A Recreation Ground for the Blackford Bridge District was laid out and handed over to the Corporation by the late Colonel John Chadwick Barlow, of Wellfield, Bury, in 1899, the gift being augmented and further embellished by the trustees of Colonel Barlow's estate in May, 1927.

The site of the old Market, which was cleared in 1907-8, was laid out by Mr. Henry Whitehead, who erected upon it a memorial to his ancestor, John Kay, the inventor of the fly-shuttle. The same donor gave a Clock Tower in memory of his brother Walter, the famous surgeon and past president of the B.M.A., and converted the surrounding land into a garden. These sites are now known respectively as Kay Gardens and Tower Grounds, and as they lie near to the centre of the town, and are accessible to the public, they form pleasant and picturesque retreats for all, as well as valuable breathing spaces. In 1933 the Hoyle Playing Fields were acquired, and laid out partly by public subscription, and partly as an unemployment scheme. This addition gave a public open space to East Ward, which for the first time came into line with the rest of the town as the possessor of such an amenity. In addition nearly every Sunday School in the town is the owner of its own cricket and football ground, or playing field; and there are probably few large towns which offer facilities for healthy recreation superior to those of Bury. The provision of Parks, Recreation Grounds, Playing Fields, and Open Spaces, on a generous scale can be accounted among the major benefits which have accrued to the town during the regime of the Corporation.

THE ART GALLERY, MUSEUM, AND PUBLIC LIBRARY.

One of Bury's most valued possessions is the Municipal Art Gallery. It was built between the years 1898 and 1901 to house the collection of pictures which had been acquired by Mr. Thomas Wrigley (1808—1880), an eminent townsman who was engaged in the manufacture of paper, one of the leading industries of Bury and District. Where objects of art were concerned Mr. Wrigley was a man of judgment and taste; and as the head of a large and prosperous concern he had the means that enabled him to exercise his judgment and cultivate his taste. Unlike most of the Lancashire manufacturers and merchants of the generation immediately preceding his own, he refrained from the fashion of buying the reputed works of Old Masters of the various Continental Schools, and contented himself with seeking out and acquiring the masterpieces of contemporary art, and mainly the art of his own country. In his quest he was extremely successful, obtaining a collection which was almost without reproach, for it contained scarcely an example that could not justify its inclusion, whether on the score of its high standard of art or of its authenticity. The painters

represented in this almost unique collection include J. M. W. Turner, David Cox, William Collins, Clarkson Stanfield, Peter de Wint, John Linnell, Thomas Creswick, William Hunt, Copley Fielding, Edward Landseer, and many others whose names are almost equally famous.

At the end of the year 1896 Bury people heard with unbounded pleasure that the surviving sons and the daughter of Mr. Wrigley had offered this collection to the town as a free gift, on conditions that no Corporation would dream of declining. The main condition was that a suitable Gallery should be built to house the pictures. The offer was made through the mouth of Colonel O. O. Walker, who was Mayor of the town at the time and who was an old friend of the Wrigley family. Without hesitation the Council accepted the gift and the conditions. A town's meeting was called, which authorised the adoption of the Public Libraries Act, this being thought to be the necessary preliminary step to the building of the Art Gallery. But the Public Libraries Act permitted only the spending of a Penny Rate, and for the building and maintenance of a combined Art Gallery and Public Library a Penny Rate was hopelessly inadequate. Some years before Oldham had shown the way to surmount a difficulty of this kind and had promoted a Bill which enabled the town to levy a Twopenny Rate. Following that borough's example, Bury went even farther, and promoted a special Act which enabled the Corporation to spend Threepence in the pound for the purpose of putting into force the Public Libraries Act, as well as building and equipping an Art Gallery. Some years later the rating powers both of Oldham and of Bury were rendered obsolete, for the Legislature became enlightened enough to abolish the limited rate in the General Act, and thus another tax on knowledge went by the board. But in their determined action the two Lancashire boroughs had given a convincing example that the old saying, "What Lancashire says to-day England will say to-morrow" is sometimes true. The opening of the Art Gallery and Public Library provided generous friends of Bury with many opportunities of showing their regard for the town. The names of the late Alderman S. Kay and Councillor Alexander Taylor, both advocates of the combined institution many years before it could be regarded as within the sphere of practical local politics, are in the list of its benefactors ; and others who enriched one branch or another include the late Mr. James Kenyon, the late Mr. Henry Whitehead, the late Mrs. Clifford Davies, the late Mrs. Helen Grundy, the late Mr. James Ogden, and the late Mr. and Mrs. Thomas Aitken.

A year or two after the opening of the Art Gallery and Library in 1901 a Museum was opened in the basement of the building. In the equipping of this new branch the Committee have adopted the wise policy of making it the means of revealing the historical side of the town, and of serving the various industries of the neighbourhood. The Museum is not without exhibits of general interest, but the main purpose is always kept well in view.

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CONSTABULARY DIVISION.

Bury is the chief town in the Bury Division of the Lancashire County Constabulary. The borough itself is policed by the county, and is probably the only county borough in the country that accepts this position. On several occasions, at long intervals, the question of obtaining a borough police force has been discussed in the Council Chamber, but the proposal has never received sufficient support to justify a change in administration. There is a Borough Bench, and Courts are held every Monday and Thursday, and on other days when required. The County Bench sits in Bury on Thursdays, and on Saturdays if necessary. On other days the sittings are at Radcliffe. Early in the nineteenth century Bury formed part of the Bolton Constabulary Division, a change taking place in or about the year 1830. At this time the constables of the town had appointed a paid official as deputy—a Mr. Andrew. In 1838 the Hare and Hounds Inn, Millgate, was the Court House. In earlier times the magistrates often held courts in their own homes, and perhaps the earliest court of all was held in Bury Castle. When the Greenhalghes of Brandlesholme were of importance in the town no doubt they exercised magisterial functions at Chamber Hall or Brandlesholme Hall. The Rawstornes at New Hall, Edenfield; and the Hopwoods at Hopwood Hall would be likely to exercise jurisdiction in the same way. In the reign of James the First the Court of Quarter Sessions for the Salford Hundred was held several times in Bury, though whether in the natural order of things or as a precaution against the Plague (which was raging in many Lancashire towns) is not quite clear. At one of these Courts a man was charged with having said that "he cared not for the Bisshoppe of Chester and hee had no King but God." After Bury became a borough there was a feud for a time between the Corporation and the County Bench. The Mayor (Alderman Duckworth) was not a County Magistrate, and the County Magistrates declined to sit with him when he claimed the right to preside in borough cases. It was not until fourteen months after the incorporation of the town that the deadlock came to an end with the formation of the Borough Bench.

FIGHTING FIRES IN OLD AND MODERN TIMES.

To-day the Bury Corporation Fire Brigade will stand comparison with the Brigade of any town in its personnel, equipment, and fire-fighting qualities. The organization has been greatly improved in recent years. It is recorded that in 1843, three years before the passing of the Bury Improvement Act, the alarm of fire used to be given by the ringing of the tenor bell in the old Parish Church steeple and the fire was fought by the passing of buckets of water from a water cart. The paviors of the town acted as firemen. Private firms, however, kept their own engines; and manual engines were owned by James Wrigley & Son, Charles Openshaw & Sons, Walker & Lomax, John Walker, and Thomas Openshaw. In

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1846 a military brigade was started at the Barracks, and this became the most efficient and up-to-date in the town. In 1848, dissatisfied with the fire-fighting appliances afforded in Bury, the West of England Insurance Company established a Brigade of their own. A Brigade was also associated with the Gasworks, and when the works were taken over by the Commissioners, on January 1st, 1858, the Brigade and manual engine were taken over at the same time. A year later the local authority purchased a modern engine capable of throwing 650 gallons of water per minute. It was under the command of Mr. Joseph Wood, the manager of the gasworks. A new Fire Station was built in 1925, and new houses for the members of the Brigade were erected in 1934-35.

In the past decade the Corporation have gradually been converting their system of street transport from trams to buses. The tram routes have been converted, with the exception of the service between Walmersley through the Market Place to Tottington ; and there is now a bus service to Heywood and Rochdale, to Bolton, and to Radcliffe, Whitefield, and Manchester. Inter-running powers are exercised with Bolton and Rochdale, and with the Ramsbottom Urban Council and Rawtenstall Corporation. The Ribble Bus Company also have running powers in the town.

At the present time the Corporation have two important building schemes in hand. A new Town Hall is to be built to the North of the railway, between Manchester Road and Knowsley Street ; and a new Technical College on the Fairground. The greater part of the township of Unsworth was added to the borough under a special Act of Parliament in 1933, the addition to the population being just over two thousand.

FROM PASTORAL TO INDUSTRIAL CONDITIONS.

A glance at the map of the surrounding country shows that the position of Bury gave the town distinct advantages when, two hundred years ago, the county palatine of Lancaster began to change its modes of working and living, and from being mainly an agricultural area, with a small number of very able and intelligent craftsmen and craftswomen, became very largely an industrial county, with a large population of busy mechanics and operatives. The town is situated in a well-watered area, just above the confluence of two considerable streams—the Irwell and the Roach—and is partly on the banks of both. Extensive moorland is at hand on three sides—East, North, and West ; and on the South, after a slight rise from the left bank of the Roach at Blackford Bridge, which until recently was the Southern extremity of the Borough, the land slopes gently towards Manchester, some eight miles away.

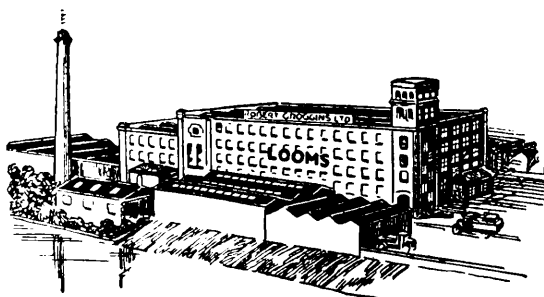
From the fifteenth century—or possibly earlier—the moors were the pasture ground of innumerable sheep, whose fleece became the raw material of the industry that was growing up in the South

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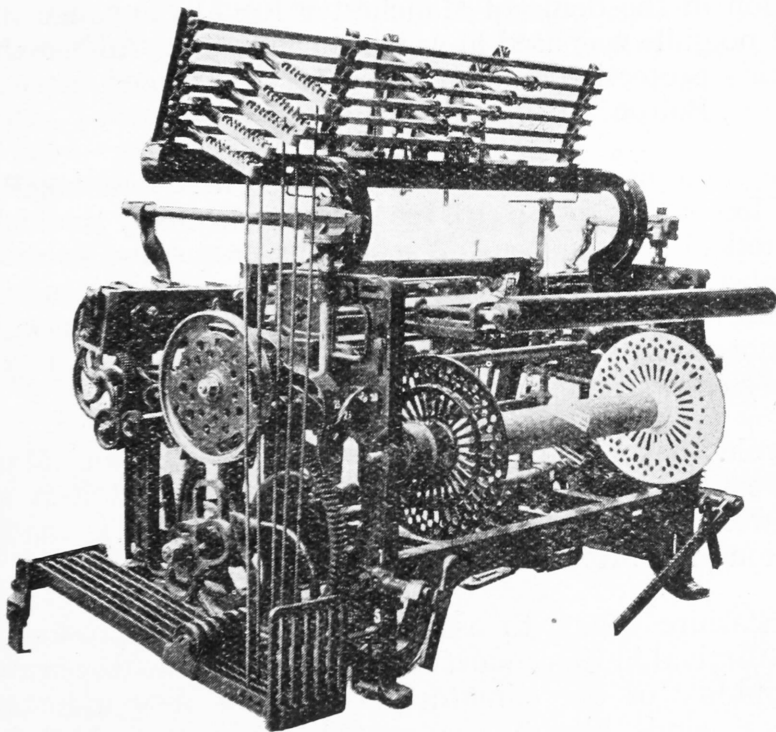
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of Lancashire and in the West Riding of Yorkshire. The ancient proximity of the moors to the little town is still recalled in the names Moorside and Moorgate, a part of Bury on which roads from the North and East converge. Cotton had hardly come to the county at this time, and where textiles are referred to in association with Lancashire before the end of the seventeenth century, the woollen industry is usually meant.

In 1538 Bury was noted for its yarns, and the villages around Bolton were becoming known for their cloths. The yarn was obtained by the weavers from the factors and merchants, who in return took the cloth that was woven, and paid the weavers for their work. Some of the weavers, however, bought their own yarns, and having woven them did their own marketing. It has, perhaps, been largely as a development of this latter method that the mills of the town still, to a large extent, combine the two processes of spinning and weaving. By 1566 the local manufacture was so important that a deputy to the county aulnager was appointed in certain districts, his business being to see that the standard of quality was maintained, and that justice and equity ruled in the measurement of the cloth; or, as the well-known inscription in the dome of Manchester Royal Exchange has it, to see that no guile was used in weight or measure. Among the towns where this protection was accorded to all engaged in trade were Blackburn, Bolton, Bury, and Rochdale.

The trade of a webster, or weaver, is first mentioned in Bury Parish Church Registers in 1671, at which time many local families—the Schofields, Cromptons, Warburtons, Kays and others among the number—were employed in that capacity. The year is rather later than might have been expected for a first reference, but this should not occasion surprise, for earlier than this it is rare to find a person's occupation mentioned in the register.

Burnley has a reference to the craft in 1632, and Manchester Collegiate Church Register in 1598; but though Bolton had long been a weaving centre of importance, no mention is made of the occupation in the Registers between 1590 and 1660.

Lancashire began to assume supremacy in production soon after the arrival in this country of the first shipments of raw cotton. The humidity of the climate favoured the new industry. The south-west winds, heavily charged with rain, were broken on the Pennine heights and gave to the county an atmosphere which for moistness over a large area was unsurpassed. The presence of a population highly industrious, intelligent, and inventive, accustomed besides to textile processes through long familiarity with the woollen industry, proved another immense advantage. It had been found easy to unite in profitable collaboration farming and the weaving of woollen cloths. The same collaboration was tried with complete success in the case of the imported raw material.

THE EARLY INVENTORS.

Bury was early in the van. John Kay, the inventor, a native of Park, Walmersley, in the parish of Bury and about three miles from the Market Place, was born in 1704. In early life he had close contact with the textile industries of the neighbourhood, then for the most part carried on in cottages and farmhouses, or in the upper storey of the weavers' homes. In Rochdale and district many houses of the latter type may still be seen, but almost the only examples in Bury are in the dip of the land at Huntley Brook, on the old Bury and Rochdale Road. Weaving by hand was then the only form of the industry known. It was carried on in much the same way as it had been in the East for thousands of years. Kay was apprenticed to a reedmaker. From the earliest date at which he was able to make observations of industrial operations he was familiar with the work of the weavers, and must have noted with critical eye the wastefulness of a method which required the constant attendance of two men when, to his practical sense, it was clear that the work could be done by one. His invention of the fly-shuttle did away with the need of one of these men. But the way of the inventor was hard. The woollen weavers of Yorkshire combined to defeat Kay's patent rights, and the cotton weavers resisted the adoption of the shuttle in the fear that they would be thrown out of employment. One of the famous twelve frescoes of Ford Madox Brown in Manchester Town Hall, depicting the history of the city, has for its subject an episode in the life of John Kay, who is seen being smuggled out of his home in a winding street, in the hope, which was realised, of escaping the wrath of the weavers of Bury. John Kay's son, Robert Kay, invented the drop-box, an ingenious device which facilitated the weaving of patterns of different colours.

The fear of the weavers that John Kay's invention would throw them out of work was not justified. His shuttle did, however, create a shortage of weft, and perhaps a temporary displacement of employment. The shortage of weft was not fully made good until some years later, when the inventions of Lewis Paul, Hargreaves, Arkwright, and Crompton became available. These inventions revolutionised industry, and gave England a wonderful start, as a manufacturing nation, over all competitors.

Of these successive inventions the writer of an article on "Bury and the Cotton Trade," published in the *Souvenir of the Exhibition of Cotton Goods in the Drill Hall, Bury, in May, 1930*, says: "Incidentally the genesis of the cotton industry in Lancashire revealed the native ingenuity, the infinite resource, and the restless and invincible energy of Lancashire people. Egyptian and Hindoo spinners and weavers had been content for centuries to use only the simplest methods of plying their craft. Cotton came to Lancashire, and within the lifetime of a single generation all its processes had undergone a complete revolution and transformation, the changes being in favour of greater efficiency, increased production, and the cheapening of the article to the consumer."

Mr. Frank Nasmith, F.T.I., in an article on "Invention and Development in the Cotton Trade," published in the *Encyclopaedia Britannica*, gives to John Kay the credit of being the pioneer inventor in the trade: "It was in that year (1733) that John Kay invented his 'flying' shuttle and inaugurated that great inventive epoch which before the end of the century was to revolutionise the whole of the cotton industry of England and eventually of the world." To-day the memory of the benefits that Kay bestowed upon Lancashire is kept green in his native town by Kay Gardens, a pleasure ground presented to the town by the late Mr. Henry Whitehead, a direct descendant of the inventor. These Gardens are within 200 yards of the Market Place, where Kay was living at the time of his inventions.

There was a fustian manufacture carried on in Bury within twelve years of the patenting of John Kay's invention. An advertisement in the *Manchester Mercury* in 1745, says that Mr. John Haworth, of Brandlesholme Lane, had a factory in which cloth of that character was manufactured; and that the trade of a fustian manufacturer was well worth following was evident from the fact that, according to another advertisement in the same paper, in May, 1777, Mr. Pilkington, usher at the Grammar School in Bury, gave up a safe post in order to follow it, and in so doing surrendered "a salary of £35 per annum, paid quarterly, exclusive of the perquisites of the school, and the use and occupation of a commodious new erected dwelling house, with a brewhouse, stabling, and other conveniences"—quite sufficient to enable him at that time to pass as a very substantial man.

INDUSTRIAL REVOLUTION.

The inventions of the Kays and their successors brought about in the next half century the tremendous change known as the Industrial Revolution. The spinning and weaving which had been carried on as domestic processes in cottages and farmhouses, declined more or less rapidly, and their places were taken by mills set up in the valleys and worked by water power. The remains of many such buildings can still be traced within an hour's walk from the centre of Bury. Crostons Close, Shuttleworth, Bottoms Hall, Birtle Dene, and Deeply Vale afford examples of such factories. At hand are usually the ruins of rows of cottages, where the workpeople, in the heyday of the prosperity of these mills, had their homes. The story of the ruins would make a romantic chapter in Lancashire history. It would tell of the early phases of the revolution in industry, of the clash of old and new ideas and the slow conquest of conditions and methods having their roots in the distant past, of the beginnings of the age of specialisation and mass production, and of the rise of capitalism. It would be seen, too, that this era of a new industrialism, which looked at its onset so fair and full of promise, was itself but a period of transition, having a much shorter term of life than the