

age of primitive appliances that it succeeded. It seemed as though its coming heralded the end of the static in industry. There had been a stirring of the dry bones. Henceforth there must be life, movement, progress, and the welcoming of new ideas.

The valley industries of Lancashire were no sooner set up than they were placed on the defensive, for yet another day was breaking. The day of steam-power was at hand, and in less than a century steam was to supplant water as the chief agent in manufacturing. The mills in the valleys around Bury did not strike their colours without a struggle. It was known that in the surrounding hills there was coal. Outcrop seams were discovered, a hint to the practical minds of the millowners that here might be a means of maintaining their ground in competition with the mills of the growing town. The hills were pierced and coal was in many instances obtained. This meant for some mills the prolongation for many years of a certain degree of prosperity. But the competition was constantly becoming more fierce. Transport difficulties intensified it, with the result that ultimately the unequal fight was given up. To-day the valley industries of Lancashire are almost confined to bleachworks, and other works requiring an abundance of water ; and these are situate at no great distance from the towns, and have very different approaches from the rough country roads along which the old horse-drawn lorries of a former day were wont to rumble.

#### VARIED INDUSTRIES OF THE TOWN.

From the beginning of the industrial era down to the present time Bury's textile industries have always been important in character without actually dominating the place. Coal was worked in the parish, and within the precincts of the modern borough, from a very early time down to the middle of the nineteenth century. The early pages of the Parish Church Registers contain many references to colliers, the first being in 1611. As soon as the Industrial Revolution was fairly started, after the inventions of the two Kays and Samuel Crompton, enterprising men in the town took up trades allied with, or dependent upon, textile manufacturing. Textile machine shops, in which the machinery in use in the various productive processes were made, were started in the eighteenth century ; and with the coming of steam, due to the improvements in the steam-engine made by James Watt, boiler making was added to the trades of the town. Bleaching, which was certainly a local industry before the middle of the eighteenth century, led to the introduction of chemical manufacturing before the century closed. The manufacture of paper, begun by the Wrigleys at Bridge Hall early in the nineteenth century, led in due course to the town becoming a famous centre for the making of machines for the manufacture of paper.

The opportunism shown by local men in the establishment within the town of industries dependent upon, or themselves

feeding, other local industries, had the effect of making Bury to a very large extent a self-contained industrial area ; and in as much as the plant set up, to be successful, had always to be more than equal to the task of supplying the wants of the immediate neighbourhood, Bury machinists became extensive exporters quite early in the nineteenth century. The names of engineers like Charles Walmsley and Bentley & Jackson in the paper-making trade, and of Robert Hall & Sons and Hacking & Co. in textile machinery, have carried the fame of Bury to the farthest confines of civilisation. The firms of Bland and Walker and Hacking were famous for many years.

### THE FIRST RAILWAY.

A readiness to seize opportunities as they arise, and to create openings if they fail to present themselves at the desired moment, has always been a trait of Lancashire folk, and ever since the town became an industrial and commercial centre Bury people have shown that they possessed it in unusual measure. In the early forties of the nineteenth century the extending railway companies of the North had shown no disposition to include the town in any of their plans. Commercial men and manufacturers became greatly concerned at this appearance of neglect of the town's interests, and made up their minds that it should be remedied. Prominent among Bury men at the time were Mr. Thomas Wrigley and Mr. John Robinson Kay. They and other Bury men raised the necessary capital and obtained the powers to construct the East Lancashire Company's railway, connecting Manchester, through Bury, with Rawtenstall. As the promoters were Bury men, and most of the capital was raised in the town, Bury became the headquarters of the Company, with the General Manager's offices at Bolton Street Station and engine building and repairing works at Buckley Wells. The East Lancashire Railway Company, opened in September, 1846, was entirely successful ; and when it was finally amalgamated with the Lancashire and Yorkshire Railway system in 1859, the transaction was carried out on equal and advantageous terms. It is now a part of the London, Midland and Scottish Company's system. The railway approached Bury through Clifton Junction and Radcliffe Bridge. An alternative and more popular route was opened through Prestwich and Radcliffe in 1879, and was electrified in 1915. The enterprise of Bury men in founding the East Lancashire Railway Company roused the promoters of the Liverpool and Hull Railway, with the result that two years after the opening of the first railway Bury had a second station, at Knowsley Street. This second line, opened in 1848, gave Bury a railway running East to West, thus uniting the four points of the compass, for the East Lancashire system gave a service due North and South.

In number and variety the industries of Bury are nowhere exceeded in towns of similar size and population. The Bury and District Chamber of Commerce, founded in 1895, publishes in its

Year Book a list of more than fifty producing trades within its area, which includes, besides Bury, the boroughs of Heywood and Radcliffe and the urban districts of Ramsbottom, Whitefield, and Tottington. The Bury Corporation has an Industrial Development Committee among its permanent Committees, and this body has brought the advantages of the town from an industrial point of view before a wide circle, with good results in several instances. The new Furniture Factory of the Co-operative Wholesale Society, which when built will give employment to several hundred work-people, is to be erected on land actually in Radcliffe, but within a few yards of the Bury boundary. Several cotton mills in Bury, which had been closed for a considerable time owing to the trade depression, have lately been opened for new trades ; and Gigg Paper Mills, which some time ago were closed for a similar reason, have been re-opened.

Mention has been made of the advantages which Bury enjoyed in the early days of Lancashire industries from its position of proximity to the sources of raw materials like wool and coal. In later times the town's nearness to the great marts of Manchester and the seaport of Liverpool increased its advantages. In its transport facilities Bury has been equally fortunate. Roads running North and South, and East and West, connected it with all the most considerable towns of Lancashire before the days of the railways. When the railways came, still following the points of the compass, they came as a natural development of the old road system. To-day, when railways and roads share the nation's transport between them, the transport advantages of the town may almost be said to have been duplicated.

There are excellent transport facilities in every direction by rail and road. By the old Lancashire and Yorkshire system the town has a good service to Bolton, Wigan, and Liverpool, and the coast towns of Lancashire ; and in the opposite direction to Rochdale, Halifax, Bradford, and Leeds. South and North the old East Lancashire system connects the town with Manchester on the one hand, and with Accrington, Burnley, and Colne on the other. The electric train service to Manchester, through Radcliffe and Prestwich, is unsurpassed for comfort and convenience. Both lines are now parts of the London, Midland, and Scottish Railway system.

### **THE COMMUNITY AT THE PRESENT TIME.**

Bury's other industrial advantages include comparatively low assessments, and rates that are much under the average, whether for county boroughs, municipal boroughs, or urban districts ; very reasonable terms for sites for works ; and a well-organised education system. An endowed Grammar School for boys, dating from early in the seventeenth century, has many successes to its credit at the older as well as at the modern universities. The endowment, given by the Rev. Henry Bury, was lost before the close of the century ;

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but the school was re-endowed in 1729 by the Rev. Roger Kay, Prebendary of Salisbury and Rector of Fittleton in the diocese of Salisbury, and became for that time one of the wealthiest schools in the country. In recent years another seventeenth century endowment—the Hulme Trust—has greatly enriched the funds of this school, and also enabled the Governors to build and endow a School for Girls. There is, in addition, a Municipal Secondary School, now known as the High School, which is both for girls and boys. A new Day and Evening Technical College (to supersede one erected in 1894) will shortly be built on the old Fairground. It will include a School of Art, in which ample provision is being made for instruction in the applied arts related to the industries of the town and district.

Bury has many excellent social amenities. For professional and business men there are the Rotary Club, meeting once a week at the Derby Hotel; the Palatine Club, the Seedfield and Derby Bowling Clubs; and the Bury, Walmersley, Greenmount, and Lowes Park Golf Clubs. The Conservatives and Liberals have two Central and several Ward Clubs; and there are Clubs for Working Men in different parts of the town. The Athenaeum is still an institution of definite value to the town. In its early days mainly an educational institution and a development of the Mechanics' Institute movement which was active in the middle of last century, it is now a popular and important social centre, not in any way divorced from educational work but engaged in work of that character upon a somewhat different plane. Its many sections include an Operatic and Dramatic Society, a Photographic Society, a Chess and Draughts Club, and an extensive Library.

The hospitals of Bury include one Voluntary Hospital and two rate-supported hospitals. The Bury Infirmary is a fine and admirably-equipped institution supported by voluntary contributions assisted by payments from patients who are able to pay for the accommodation it affords. The Infirmary is the successor of the Dispensary, which was established for the benefit of the sick poor in 1829. It was opened on March 25th, 1882. The first donation acknowledged was one of £50 from the Earl of Derby in 1829. In the same year four other notable gifts are acknowledged. The famous firm of Yates & Peel, whose works played an important part in the industrial history of Bury, were on Bury Ground, and three gifts of £100 each came from the two families—one each from Sir Robert Peel, the first baronet, and the Right Hon. Robert Peel (later the second baronet and Prime Minister), and Mr. Edmund Yates. The fourth gift was of £160, and came from Mr. William Grant, one of the originals of "the Cheeryble Brothers," immortalised by Charles Dickens in "Nicholas Nickleby" (who were also manufacturers and merchants in Ramsbottom and Bury). Two gifts, one of £4,000 from Mr. Thomas Norris, of Howick, in 1873, and a legacy from the estate of Mr. Thomas Wrigley, in 1880, led to the building of the hospital. Many very large gifts have come to the institution from

generous townspeople—so many, that it is impossible to enumerate all even of the most important. In recent years, from the War Memorial Committee, for endowment and buildings, came over £42,000; and from the estate of the late Colonel John C. Barlow, were received several very handsome sums, amounting in the aggregate to an amount still larger. A large sum, too, was raised by public subscription at the time of the Centenary in 1929. The beds available number 127, and the average number occupied daily is 121.16. In the adult wards are 89 beds, in the children's ward 27, and in the maternity wards 110. Ever since the opening of the Dispensary in 1829 the Rector of Bury for the time being has been the President. The Rev. H. L. Hornby is the sixth Rector, and the third Hornby, to occupy the position.

The Florence Nightingale Hospital is under the Bury and District Joint Hospitals Board, and the Jericho Hospital is under the Public Assistance Committee, but receives private patients.

The Co-operative movement in Bury is within a very few miles of the place in which it was born. Rochdale, where the famous Pioneers hoisted the flag of the movement, is but six or seven miles away. The Bury District Co-operative Society was founded in 1855 and has just celebrated its eightieth birthday. It has nearly twenty thousand members, and has advanced about £750,000 to enable members to acquire their own property.

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ALFRED SCHOFIELD, MAYOR.

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JOHN HEAP, Esq. ... ..	1879-80
SAMUEL COOK, Esq. ... ..	1880-81
ROBERT HALL, Esq. ... ..	1881-82
JOHN WARDLEWORTH, Esq. ... ..	1883-84
ROBERT PEERS, Esq. ... ..	1884-85
JOSEPH BURROW, Esq. ... ..	1885-86, 1886-87
GEORGE HORRIDGE, Esq. ... ..	1887-88
WILLIAM SMETHURST, Esq. ... ..	1888-89
CHARLES BRIERLEY, Esq. ... ..	1889-90, 1890-91
Sir JOHN PARKS ... ..	1891 (Nov.) to 1892 (June), 1892-93, 1911-12, 1912-13
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JOHN HALL Esq. ... ..	1894-95, 1895-96
OLIVER ORMEROD WALKER, Esq. ... ..	1896-97
GEORGE E. WIKE, Esq. ... ..	1897-98, 1898-99
JAMES BYROM, Esq. ... ..	1899-1900
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LAMBERT FLETCHER, Esq. ... ..	1905-06, 1906-07
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WILLIAM BRIDGE, Esq. ... ..	1910-11
Sir JAMES HACKING, 1913-14, 1914-15, 1915-16, 1916-17, 1917-18, 1918-19	
THOMAS ROTHWELL, Esq. ... ..	1919-20, 1920-21
CHARLES SANDERSON, Esq. ... ..	1921-22
ALFRED REDFORD, Esq. ... ..	1922-23
PETER STOCK, Esq. ... ..	1923-24
JOHN HILL, Esq. ... ..	1924-25, 1926-27
TOM HARTLEY, Esq. ... ..	1925-26
SAMUEL HENRY WILKINSON, Esq. ... ..	1927-28
JAMES DITCHFIELD LEPP, Esq. ... ..	1928-29
ALBERT EDWARD LEES, Esq. ... ..	1929-30
WILLIAM EDMUND TURNER, Esq. ... ..	1930-31
JOHN LLOYD LORD, Esq. ... ..	1931-32
WILLIAM JUDGE, Esq. ... ..	1932-33
THOMAS EVANS, Esq. ... ..	1933-34
ALFRED SCHOFIELD, Esq. ... ..	1934-35

**ALDERMEN.**

Name and Residence,	First Elected.	Elected Alderman.	Retire
BATTERSBY, JOHN, 247 Bolton Road ... ..	Nov., 1907	May, 1924	1937
BRADLEY, FREDERICK, 195 Walmersley Road ... ..	Dec., 1901	Oct., 1918	1937
EVANS, THOMAS, 38-40 Union Street ... ..	Nov., 1921	Apr., 1932	1937
SANDERSON, CHARLES, 19 Halvard Street... ..	Nov., 1902	Feb., 1919	1937
SMITH, JOSEPH, 34 Stanley Street (2) ... ..	Nov., 1903	Aug., 1923	1937
JAMES, JOSEPH, 98 Walmersley Road ... ..	Sept., 1923	Nov., 1934	1940
LEES, ALBERT EDWARD, 3 Mostyn Avenue ... ..	Nov., 1910	Nov., 1925	1940
LORD, JOHN LLOYD, 88 Ainsworth Road ... ..	Sept., 1921	Aug., 1931	1940
STOCK, PETER, 24 Charles Street ... ..	Nov., 1914	Nov., 1928	1940
TURNER, WILLIAM EDMUND, 73 Walmersley Old Road (1)... ..	Nov., 1907	Dec., 1931	1940

(1) From November, 1913, to January, 1927, not on Council.

(2) From November, 1907, to November, 1909, not on Council.

**The Aldermen are assigned to the following Wards, namely :—**

Moorside Ward .....	Alderman LEES and SMITH
East Ward .....	Aldermen LORD and SANDERSON
Church Ward.....	Aldermen STOCK and TURNER
Redvales Ward .....	Aldermen EVANS and JAMES
Elton Ward .....	Aldermen BATTERSBY and BRADLEY

**PRESIDING ALDERMEN.**

Moorside Ward .....	Alderman LEES
East Ward .....	Alderman LORD
Church Ward.....	Alderman STOCK
Redvales Ward .....	Alderman EVANS
Elton Ward .....	Alderman BATTERSBY
Unsworth Ward .....	Alderman SMITH



## COUNCILLORS.

## Moorside Ward.

Name and Residence.	First Elected	Retire.
HAMER, JOHN, 20 Mather Road ... ..	Nov., 1933	... 1936
PIERCE, HORATIO GARNET, Starkies ... ..	Nov., 1930	... 1936
SCHOFIELD, ALFRED (Mayor), 13 Canning Street ...	Nov., 1925	... 1937
HEATON, WILLIAM KEMP, 95 Rochdale Road (1)	Nov., 1931	... 1937
PRESTON, JAMES HUBERT, 26 The Drive, Seedfield...	Nov., 1935	... 1938
WHITEHEAD, OTHELLO LORD WILLIAM, 168 Chesham Road ... ..	Nov., 1926	... 1938
(1) From 1st November, 1934, to 28th November, 1934, not on Council.		

## East Ward.

ARNOT, JOHN MELROSE, High Grove, Fairfield ...	Nov., 1931	... 1936
PARTINGTON, GEORGE, 6 Fleet Street ... ..	Dec., 1931	... 1936
DYKES, GEORGE, 110 Walmersley Road ... ..	Nov., 1934	... 1937
MYERS, LOUIS, 37 Stanley Street ... ..	Nov., 1931	... 1937
DUCKWORTH, JAMES, 24 Gladstone Street ... ..	Nov., 1935	... 1938
HOYLE, THOMAS, 29 Heywood Street South ... ..	May, 1924	... 1938

## Church Ward.

CRAWSHAW, JAMES ALFRED, 72 Horne Street ...	Apr., 1932	... 1936
HEENIGHAN, JOHN, 52 Alfred Street ... ..	Nov., 1930	... 1936
GOODALL, ETHEL, 57 Edward Street ... .. (1)	Nov., 1928	... 1937
HALPIN, WILBERT, 393 Manchester Road ... ..	Nov., 1934	... 1937
ASHWORTH, HARRY, 24 South Cross Street ... ..	Nov., 1920	... 1938
ASPINALL, FRANK, 102 Princess Street ... ..	Nov., 1935	... 1938

(1) From November, 1931, to November, 1934, not on Council.

## Redvales Ward.

HARTLEY, WILLIAM, 19 Heywood Street ... ..	Nov., 1927	... 1936
HILL, HARRY, 70 Horne Street ... ..	Nov., 1924	... 1936
EASTHAM, JOHN, 80 Walmersley Road ... ..	Oct., 1923	... 1937
NICHOLS, JOSEPH, 36 Nelson Street ... ..	Nov., 1925	... 1937
BIRCH, THOMAS, 29 Openshaw Street ... ..	Nov., 1923	... 1938
RIDDEL, ERNEST, Parkhills... ..	Oct., 1928	... 1938

## Elton Ward.

BRADDOCK, STANLEY, 253 Ainsworth Road ... ..	Nov., 1930	... 1936
WHITEHEAD, JOHN, Chantlers, Ainsworth Road ...	Nov., 1930	... 1936
BOTTOMLEY, ISABEL MARY, 173 Walshaw Road ...	Nov., 1934	... 1937
RAMSBOTTOM, RICHARD, 210 Ainsworth Road ...	Nov., 1934	... 1937
DEVONPORT, FRED, 12 Fenton Street ... ..	Nov., 1935	... 1938
JUDGE, WILLIAM, Rose and Crown, Starling ... ..	May, 1924	... 1938

## Unsworth Ward.

TAYLOR, THOMAS, " Brookside," off Common Lane	Mar., 1933	... 1937
AINSWORTH, WM., 134 Common Lane, Unsworth ...	Nov., 1935	... 1938



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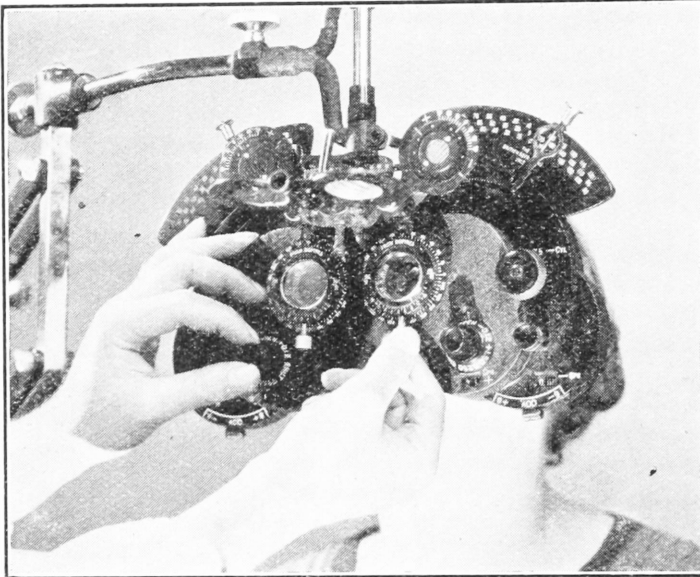
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*Deputy-Mayor*—Councillor ALFRED SCHOFIELD.

*Town Clerk, Clerk to the Urban Sanitary Authority, Clerk to the Local Education Authority, Clerk to the Local Pension Committee and Sub-Committees, Public Assistance Officer, and Solicitor to the Corporation*—RICHARD MOORE.

*Deputy Town Clerk*—S. J. THORNE.

*Chief Clerk*—H. GRUNDY.

*Superintendent Relieving Officer*—H. STARK.

*Borough Engineer*—JOHN CHADWICK, Assoc. M. Inst. C.E.

*Borough Treasurer and Registrar of Stock*—E. B. JONES, F.S.A.A.

*Assistant Borough Treasurer*—J. ROTHWELL.

*Medical Officer of Health*—G. M. D. S. B. LOBBAN, M.D., D.P.H.

*Clinical Tuberculosis Officer and Assist. M.O.H.*—JOHN SHAW DRUMMOND, M.B., D.P.H.

*Assistant Medical Officer of Health*—Dr. P. MORTON.

*Commercial Manager*—R. S. MALONE.

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*Distribution Supt., Electricity Dept.*—W. DICKINSON.

*Transport Manager*—C. P. PAIGE, A.M.Inst.T.

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*Director of Education*—M. TOMLINSON, M.A.

*School Attendance Officers*—T. GREENHALGH, A. J. MURRAY and R. M. HOLT.

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*Cleansing Superintendent*—HAROLD TURNER.

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The Mayor ; Councillor Hartley (Chairman) ; Councillor Heaton (Deputy-Chairman) ; Aldermen Battersby, Bradley, Evans, Lees, Smith, and Turner ; Councillors Ainsworth, Aspinall, Bottomley, Braddock, Crawshaw, Davenport, Duckworth, Goodall, Hill, Hoyle, Partington, J. Whitehead, and O. L. W. Whitehead.

### TRANSPORT COMMITTEE.

The Mayor ; Councillor Riddel (Chairman) ; Aldermen Battersby, Bradley, Lees, Lord, Sanderson, Smith, Stock and Turner ; Councillors Eastham, Myers, Schofield and J. Whitehead.

### FIRE BRIGADE AND LIGHTING COMMITTEE.

The Mayor ; Alderman Sanderson (Chairman) ; Alderman James (Deputy-Chairman) ; Aldermen Bradley and Evans ; Councillors Eastham, Hamer, Hartley, Heaton, Judge, Myers, Pierce, and Schofield.

### BATHS COMMITTEE.

The Mayor ; Alderman Lees (Chairman) ; Councillor Heenighan (Deputy-Chairman) ; Councillors Ainsworth, Aspinall, Bottomley, Braddock, Davenport, Goodall, Halpin, Hartley, Hoyle, and Preston.

### MARKETS COMMITTEE.

The Mayor ; Alderman Battersby (Chairman) ; Councillor Goodall (Deputy-Chairman) ; Councillors Ainsworth, Arnot, Duckworth, Dykes, Hamer, Heaton, Hoyle, Partington, Taylor, and J. Whitehead.

### HOUSING COMMITTEE.

The Mayor ; Councillor Schofield (Chairman) ; Councillor J. Whitehead (Deputy-Chairman) ; Aldermen Evans and Turner ; Councillors Aspinall, Bottomley, Dykes, Halpin, Myers, Partington, Taylor, and O. L. W. Whitehead

### PUBLIC ASSISTANCE COMMITTEE.

The Mayor ; Councillor J. Whitehead (Chairman) ; Alderman Smith (Deputy-Chairman) ; Alderman James, Lord, Sanderson and Turner ; Councillors Ainsworth, Ashworth, Braddock, Goodall, Heenighan, Hill, Judge, and O. L. W. Whitehead.

### GAS COMMITTEE.

The Mayor ; Alderman Bradley (Chairman) ; Councillor Eastham (Deputy-Chairman) ; Aldermen Lees, Lord and Smith ; Councillors Goodall, Heaton, Heenighan, Judge, Ramsbottom, and J. Whitehead.

### ELECTRICITY COMMITTEE.

The Mayor ; Alderman Evans (Chairman) ; Councillor Myers (Deputy-Chairman) ; Aldermen Battersby and Lord ; Councillors Arnot, Ashworth, Crawshaw, Halpin, Hamer, Hill, and Pierce.

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