



Giggleswick "Plague Stone".

Plague-stones. In the fourteenth century the Black Death swept over Europe, and then over England. The unsanitary conditions under which the people lived helped it on its way. The genius and piety that had built noble cathedrals had not yet learned how to keep the towns and villages clean. More than half the population were smitten and died. A deep dread of pestilence was left in the minds of the people. It showed itself in laws that were passed; in the pathetic prayer of the Litany, "From plague, pestilence and famine, good Lord, deliver us"; and also in one method of defence of which we have still some relics remaining in this neighbourhood. On the Settle road, near Giggleswick Station, built into the wall opposite the garden of the Craven Inn, there is what tradition says is a *plague-stone*. The stone is at the foot of the wall, three yards west of telegraph-pole $\frac{2}{8}$, and from its size may easily be found. On the upper side of the stone there is a small cavity that would contain holy water, or possibly some disinfectant. People from an infected village were not allowed to pass beyond the stone. If they wanted goods from the town, they had to leave their order and the money on the stone, and to it the goods were brought in exchange.

There are, however, some who hold that this was not a plague-stone at all, but a cross-stone,—that the cavity was simply the socket in which stood the foot of a wayside cross. The late Father Woodall was of this opinion. But against this may be set the fact that there is a similar stone on the hill behind the Giggleswick School, and that this stone gave its

name—Holy Well Toft—to the field in which it still remains. Such a stone would be placed by the side of each road approaching Settle. These stones were set as a ring of defence round the town, and there would also be a cordon of watchers in time of plague. It was only a frail protection against such an unseen and insidious foe. But the nation had yet to learn that not plague-stones and holy wells, but pure water and pure air and cleanliness of home and of habit were the true defences against all such deadly pestilence.

Old Election Days. In the old days it was a great thing to have a vote, and a greater thing to use it. Until 1832 the whole county of York was one constituency, and the city of York was the one and only polling-place. Settle is now the centre for the townships of the Ancient Parish, and thither on election-days the tribes go up to vote. To walk a few miles and lose a few hours' work is all that the resident voter is asked to do to prove his interest in the affairs of the British Empire; but in the old days the voters from all parts of the wide county—even from Dent and Sedbergh—had to make their way to York. From 8 a.m. to 8 p.m. is now the time given by law for the polling, and not a vote can be taken before the former or after the latter hour has struck; but in the old days the polling-booth might be kept open for a fortnight. In these days if a voter is paid for his journey or for his broken time it is enough to make the election void; but in the old days money was the vital element in the contest, and the candidate who could give the most handsome ex'es was the one who won the fight.

NOTICE.

Duke of Devonshire Fee-Farm or Lords Rents in the several Parishes of Giggleswick, Horton-in-Ribblesdale, Kirkby Malham, and Arncliffe.

All owners of Property charged with these rents and who are desirous of purchasing them may now do so.

For particulars apply to Mr. C. J. GELDARD, or to Messrs. G. & W. HARTLEY, Solicitors, Settle.

Settle, August 1st, 1860.



RICHARD BOYLE.

EARL OF BURLINGTON.

OB 1753.

*Richard, 3rd Earl of Burlington.
Lord of the Manor of Settle.
Had Charter for New Fairs granted to
him in 1708.*

Wortley
FOR EVER!

North-West Riding Election,
1880.
Settle Polling District.

Register No. _____
Mr. _____

YOU VOTE AT
The house of Mr. William Howarth,
Settle.

The Polling Day is Wednesday, April 7th.
Poll opens at 8 o'clock and closes at 5.

[Please turn over.]

HURRAH FOR THE BLUE!
BY ROBERT STORY.

Arise, MEN OF YORKSHIRE! from hill and from valley,
Whose hearts are to freedom and loyalty true;
Around our old Strengths let us fearlessly rally—
The shout is for WORTLEY!—Hurrah for the Blue!

Bring out the Blue Banner! In town and in borough,
Ten thousand brave hearts shall bound high at the view;
Ten thousand, forsaking the loom or the furrow,
Shall shout for young WORTLEY!—Hurrah for the Blue!

Bring it out!—'Tis the colour our fathers marched under,
When Victory waited the flag as it flew;
And our foemen shall learn, with dismay and with wonder,
That TRIUMPH still waits it!—Hurrah for the Blue!

Bring it out!—'Tis the pledge of what never shall perish—
Of sentiments sacred, of principles true;—
For the KING that we love, for the FAITH that we cherish,
We raise the old Banner!—Hurrah for the Blue!

W. WALKER, SETTLE.

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Wortley
FOR EVER!

1	CAVENDISH (Lord Frederick Charles).	X
2	LISTER (Samuel Cunliffe).	
3	POWELL (Francis Sharp).	
4	WILSON (Sir Mathew, Bart.)	X

Please mark your Voting Paper as above.

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W. WALKER, STILLE.

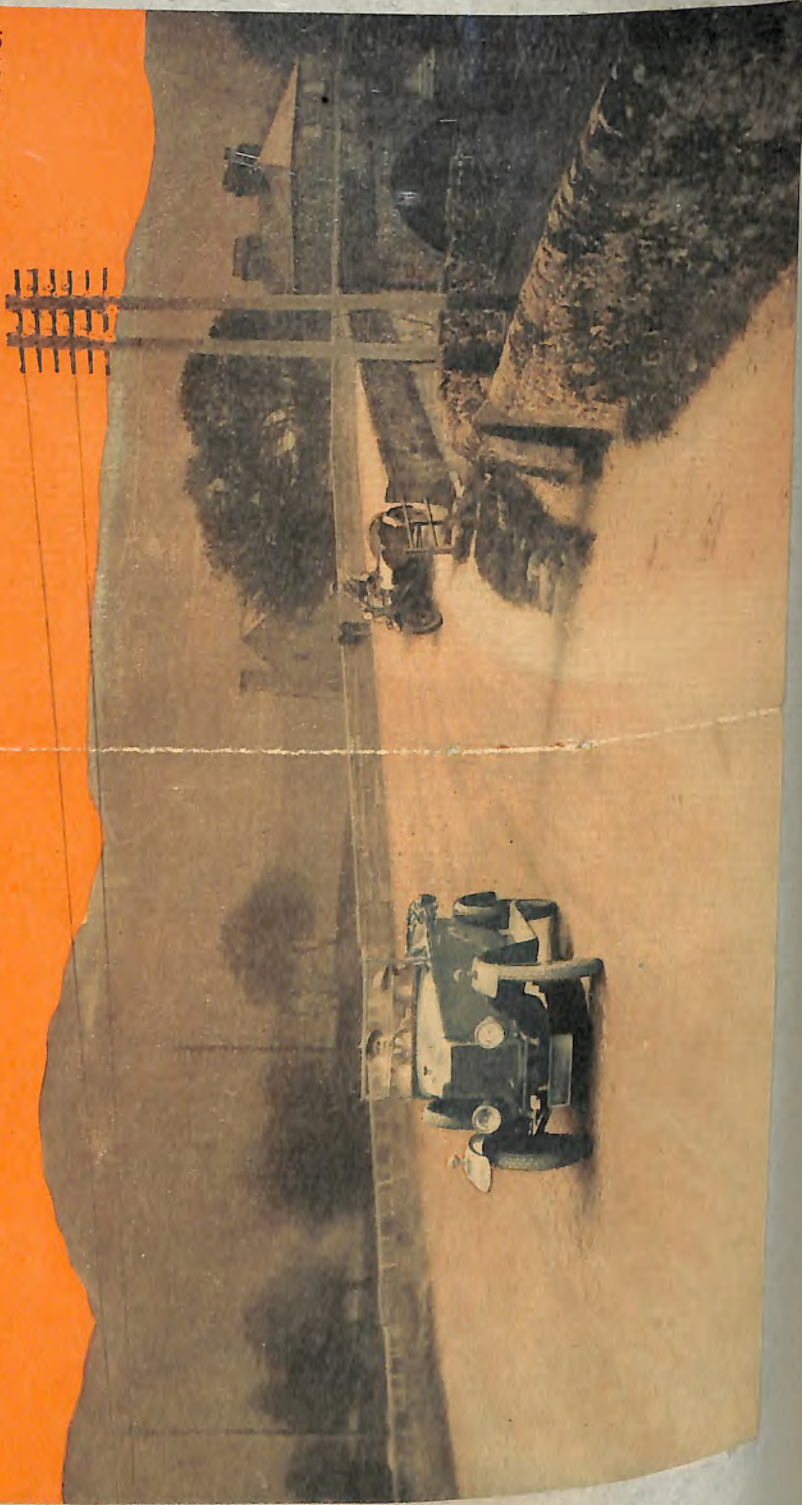
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DONT'S FOR MOTORISTS.

- Don't forget your driving licence.
- Don't seek to become an expert in a week.
- Don't be ashamed of going slowly.
- Don't get flurried—keep a level head.
- Don't forget to acquire road sense and road manners.
- Don't drive on your brakes—use the throttle.
- Don't rely too much on your warning device.
- Don't rev. up a cold engine.
- Don't use inferior lubricating oils.
- Don't forget that pedestrians have prior right on the highway.
- Don't forget that there is a speed limit of 20 m.p.h.

Useful Information for MOTORISTS

ROAD AND TOURING INFORMATION,
LICENSING AND REGISTRATION,
OFFICIAL ROAD TRAFFIC SIGNALS,
"SAFETY FIRST" HINTS,
USEFUL FACTS AND FIGURES,
MOTORING JOURNALS, BOOKS, MAPS, ETC.



*The Board of Trustees of the
American Society of Motorists
will be happy to see you in Washington with
the Executive Board of the Foundation of Safety
on the 20th of July, 1921, at 4:00 P.M.*

July 20th, 1921.

Useful Information
for
MOTORISTS

ROAD AND TOWING INFORMATION
LICENSES AND REGISTRATION
OFFICIAL ROAD TRAFFIC SIGNALS
MOTORIST FIRST AID
MOTORIST FACTS AND FIGURES
MOTORING JOURNALS, BOOKS, MAPS, ETC.

TIPS FOR MOTORISTS
Don't forget that when you are driving on a cold engine, the oil is thicker and it takes longer to get to the bearings. Don't forget that when you are driving on a cold engine, the oil is thicker and it takes longer to get to the bearings.



Mr. Edward Thomas Foster presents his
Compliments to Mr. *Wm. Stoddard*
and will be happy to see him to Breakfast with
the Conservative Electors of the Township of Pelee,
on the 8th day of July next, at 8 o'Clock.

Pelee, 29th June, 1844.

19th May 1847.

SIR,

I enclose you a Copy of the Resolutions of the MEETING holden yesterday, for raising a Subscription towards supplying the Poor with Provisions : and I shall be glad to be allowed to add your Name and Contribution, to the List which will shortly be printed.—I also enclose the Treasurer's Account of the former Subscription.

R. INGRAM, JUN.

Chairman.

Anthony Stackhouse Esq.

The most memorable county-election was that of 1807. In that contest William Wilberforce and Lord Lascelles were the Tory candidates, and Lord Milton fought the battle for the Whigs. The polling lasted fifteen days, and the contest cost £500,000. Wilberforce and Milton were the victorious candidates. The record of the local vote is interesting.* The Whig candidate did not get a single vote from either Giggleswick, Stainforth or Rathmell. He had only ten votes from the whole parish; and nine of these were from Settle, and the remaining one from Langcliffe. Rathmell seems to have had no sympathy with the cause of Negro Emancipation; for it gave Wilberforce only one vote where it gave his colleague nine. William and John Birkbeck were amongst the Settle voters,—the former voting for Wilberforce and Milton, the latter for Wilberforce alone. The parish still has its traditions of that great electoral battle; and we have heard old inhabitants say that their fathers had told them what intense local excitement there was when the voters—some in post-chaises, some in waggons—set out on their seventy miles' ride, to prove their political value or to pay their political vows at York.

Vanished Industries. The advent of steam-power, and the trend of life from country to town, has made a great change in the work of the district. Some of its old industries have been wiped out. Sixty years ago the sound of the hand-loom might be heard in every village in the district, and in almost every street. From the town of Settle and the adjacent villages there must have been a considerable out-put of home-made fabrics.

* For the list see *Local Tract*, No. VII., p. 8-10.

1863.

CLUB WALKS.

On Whit-Wednesday the members of the different friendly societies walked in procession through Settle, Langcliffe, and Giggleswick. The Oddfellows and Rechabites were headed by the Band of the North Craven Rifles. The flags were beautifully painted, that of the Rechabites, a new one, painted by Mr. Whaitte, of Manchester, represents Samson praying for water. The 'Pride of Craven' Lodge of the Friendly United Order of Mechanics was headed by the Junction Band from Cross Hills.

The Mechanics and the Odd Fellows attended divine service at Settle Church. Prayers were read by the Rev. M. Wood and an appropriate sermon was preached by the Rev. W. F. Pierson. The Rechabites proceeded to Langcliffe Church where divine service was performed by the Rev. W. P. Mackesy. The sermon was from Eccles. ix, 9 and 10: "Two are better than one; because they have a good reward for their labour. For if they fall the one will lift up his fellow; but woe to him that is alone when he falleth, for he hath not another to help him up." In an excellent discourse the preacher shewed the economical, social, and religious advantages of co-operation. He took occasion to commend the independent and self-helpful spirit which characterised the labouring classes of England, and which was particularly manifested by such societies as the one which had brought them together, and contrasted it with the continual cry for help in every crisis with which the labourers of many other countries vainly appeal to government. He deprecated those societies whose influence created and fostered angry feelings between masters and workmen; but he cordially approved of union like that of their society whose object was mutual benefit and support.

After the religious service and procession, the Odd fellows and Rechabites, upwards of a hundred in number, sat down in the Mechanics' Hall, where an excellent dinner consisting of cold roast beef with warm vegetables, followed by plum puddings and pastry, was furnished by Mr. John Lord, Grocer, Upper Settle. The Rev. W. F. Pierson presided at the dinner, assisted by the Rev. W. P. Mackesy, the Rev. S. Compston, and Mr. James Hartley, the medical officer to the Societies. After dinner, the chairman said that, although they had no intoxicating beverages at their board, and he could therefore hardly speak of a toast, he would, however, propose the health of the Queen and the Royal Family. The sentiment was adopted with hearty cheers. A vote of thanks to the gentlemen who had presided at the tables was responded to by each of the reverend gentlemen present, and Mr. Hartley said that he was happy to be able to report, from very significant symptoms which had recently come under his observation, that the health of the members generally was in a very satisfactory condition. In the evening the younger members and their friends had a dance in the Hall, accompanied by an amateur quadrille band. The party broke up at ten o'clock.

The Mechanics dined at the "Royal Oak." About 80 sat down. The dinner was served up in Mrs. Ayrton's best style, and gave the utmost satisfaction. The Rev. M. Wood, assisted by C. Brown, Esq., (both honorary members) and Mr. Altham, surgeon, presided at the board. After dinner the usual loyal toasts were proposed and duly honoured, and congratulatory addresses on the position and prospects of the Society were delivered by the chairman and several of the members. At the first anniversary, Whitsuntide 1859, the Society consisted of 25 members, since that time the number has increased to upwards of 90, the greater part of whom are young men. The funds of the Society are stated to be in a very flourishing condition.

WHIT-TUESDAY FAIR.—The great fair of the year for young people was attended as usual by large numbers of young men and women from the surrounding villages. The stalls of travelling auctioneers and pedlars were not so numerous as they have been in former years. In the afternoon the promenade in the grounds of Castleberg with the games and amusements provided by the enterprising keeper Mr Jas. Hardacre seemed to be the greatest attraction for visitors. In the evening the Rifle Corps' Drill Room was thronged by dancers, the room having been engaged and a quadrille band provided by Mr James Hardacre. Towards evening we were sorry to observe quite an average proportion of inebriates, whose highest notion of a day's pleasure seems to consist in making an exhibition of their own folly.

CLUB WALKS.

WHIT-WEDNESDAY.—The most pleasing feature of the Whitsuntide festivities is the annual procession of the various Provident and Friendly Societies of the town. The Rechabites and Oddfellows assembled at the Mechanics' Hall, and marched from thence headed by the Embury Brass Band to the Market Place, where they were joined by the Mechanics and Foresters, and all proceeded together to Settle Church. An excellent sermon was preached by the Rev. W. F. Pierson. After church the various Clubs paraded the streets of the town and halted on the lawn at the Parsonage, when after a selection from the Messiah, by the band, the Rev. W. F. Pierson, addressed a few words of congratulation to his visitors. After several hearty rounds of cheers for Mr and Mrs Pierson, & Mr Porter, which were briefly acknowledged, the procession filed off for dinner, the Oddfellows to Mr Robinson's, White Horse, presided over by Rev A. S. Porter the Mechanics and Foresters to Mrs Ayrton's, the Royal Oak, under the presidency of Mr. Pierson, and the Rechabites to the Mechanics' Hall. As soon as a sufficient time had elapsed for the comfortable digestion of the substantial fare, the procession was re-formed and with banners flying, marched through the villages of Giggleswick and Langcliffe to the martial strains of the band. The Rechabites spent their evening very agreeably with Readings and Singing. The following is the statement of the accounts of the Rechabite Club for the past year—

	£	s.	d.
Total income for the year	74	5	10
District expenses	11	5	4
Tent contingent expenses	6	3	1
Paid to sick	5	2	11
Expenses of Festival	3	18	6
Balance	47	16	0
	£74	5	10

Accumulated fund nearly £600. Total number of members 75, being an increase of twelve since last Whitsunday. There is also a Juvenile Club consisting of 56 members. The Loyal Triumphant Lodge of Oddfellows M U. has 100 members, and has funds accumulated to the amount of nearly £700. The Independent Order of Mechanics has 112 members, and has an accumulated fund of nearly £110. The number of members 6 years since was only 25. The great increase is attributed to the publicity the annual procession and dinner gives the club.

1866

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By 1670 the Dutch school had declined, but a worthy successor to Saxton arose in John Ogilby (1600-1676). He was a man of many parts; twice ruined, in the Irish rebellion and by the Fire of London, he retrieved his ill-fortune and became a prosperous publisher, bringing out sumptuous folios and promoting lotteries for their disposal. Pepys relates his success in some of these. Ogilby was a favourite at the Court of Charles II., who appointed him "King's Cosmographer and Geographic Printer," and at the King's command he set about making a survey of the principal roads in England and Wales when he was over 70 years of age. He planned a great folio in three volumes, but only the first was published in 1675. Ogilby died the following year, leaving vain instructions to his wife's grandson, Wm. Morgan, to complete it. The volume was titled "Britannia, Volume the First: or, an Illustration of the Kingdom of England and Dominion of Wales: by a Geographical and Historical Description of the Principal Roads thereof . . . Actually Admeasured and Delineated in a Century of Whole Sheet Copper-Sculpts. . . . By John Ogilby, Esq., His Majesty's Cosmographer. . . . London, M.DC.LXXV." This contained the road plans on a hundred double plates and also two hundred pages of text interleaved between the plates. But in the same year the plates were issued, without the text, under another title, viz., "Itinerarium Angliæ: or a Book of Roads. . . ."

So came into being the first road-book, the first of a long succession all through the 18th century and beyond. These varied from adaptations of the "Britannia," with similar road plans, to itineraries without plans at all, and gradually they included the new turnpikes. The only one that calls for mention now is an octavo volume brought out by John Owen in 1720, under the title, "Britannia depicta, or Ogilby Improved. . . ." This was substantially Ogilby's folio rearranged and reduced to a portable size, with the addition of small county maps.

Before we turn to the two roads in the "Britannia" that concern us, let us look for a moment at the merits and novelty of Ogilby's achievement. In the first place the scheme is new and unlike anything that preceded it. The plates are road plans, tracing each road from end to end. There is no map except for a two-page key or index of the hundred roads. This, "A New Map of the Kingdom of England and Dominion of Wales . . ." was engraved by Moxon. The roads delineated on the plates were actually measured for the first time; and as Sir H. G. Fordham has recently written in an article on John Ogilby ("The Library," Vol. VI., Sept., 1925), his survey is "of particular and historical importance as it displaced the old British mile of 2,423 yards and substituted for it the statute mile of 1,760 yards, thus effecting a revolution in customary measurement." All this was done without any assistance from the Government; the survey and publication were carried through on private and commercial lines.

The available sources of information were of the scantiest. I have already indicated almost all: the maps of Saxton, Speed and Hollar, perhaps a dozen London roads tabulated in the Chronicles with the works of Leland and Camden. The only guidance in the selection of roads would be the various proclamations of post roads in the 16th and 17th centuries.

Of course, we cannot regard Ogilby as the actual surveyor. His was the master spirit that organised and carried to success a notable enterprise. Wm. Morgan probably had a considerable share in the survey, for Ogilby and he had been two of the "sworn viewers" to survey the City of London after the Great Fire. The plates were engraved by Hollar, as witness the ornamental title page "W. Hollar fecit 1675." This, by its introduction of the wheel, gives us the only clue to the actual method of "admeasurement."

Such an achievement at the age of 75 well merits the verdict of Sir George Fordham on Ogilby: "He was in every sense on new ground, and his success is evidence of the energy, determination, and organising and artistic talent which characterised his life in all its varied phases."

(To be Continued.)

Yet the cotton-industry does not seem to have become general in the district until between 1780 and 1790. In the Government Report on Agriculture in 1793, it is stated that in the neighbourhood of Settle, day-labourers on the land had 2s. or 2s. 6d. per day, finding their own victuals. But it states that about ten years previously 1s. or 1s. 2d. was the usual rate. The Report then adds, "The advance is owing to the introduction of the cotton-manufacture into a country so little populous." In 1793 the farmer had thus to pay his men double the wage that he had been paying ten years before that time. The higher price was caused by the greater demand for labour. The greater demand for labour was caused by the fact that a number of little cotton-mills had been built, and that hand-loom weaving had become general in the district. Little Stainforth had its mill; Giggleswick had two; there was one in Upper Settle, one at Runley Bridge, one at Wharfe, and at Long Preston and in Hesley Lane. They have all long since disappeared. The one at Runley Bridge was the last to fall. It was cleared away in 1857. They were all driven by water-power. In these mills the cotton was spun ready for the looms. We have said that hand-loom weaving was almost universal. Many made it their one work; others followed it as a supplement to other work. The Independent Minister at Sandy Syke had his loom by which he added something to his small income. He was thus in letter as in spirit a follower of St. Paul, who at Corinth worked as a sail-cloth maker that he might be able to live there and preach.



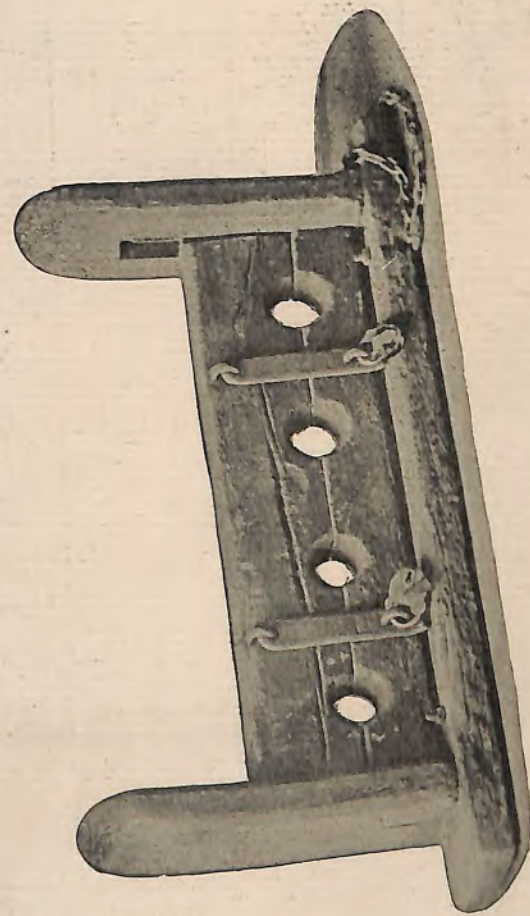
Road-Map. York to Lancaster. continued overleaf. A.D. 1720.

Hornby
Has a good
Moor Monday
day. Its Ca-
stle non ru-
inous was
formerly the
Seat of the
Stanleys,
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was advan-
ced to that
Honour by
K. Hen. 4th
[at 79]

Settle
Leave the
Moor
enter a Moor
Long Preston
Stone Br. & Brook
Almes Fleets
a Chappel
enter a Moor
Green
a Lane
a Mill
Stone Br. over
Clapham
Fuswick
Brack of Stone Br.
Yokeland
Land Hall
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Lancaster
So called from the
River Lon or Lune
on which it is situat-
ed was anciently a
Roman Station, but
destroyed & burnt
by the Scots in a sud-
dain Inroad, A. 1322.
It was afterwards rebuilt near a Green
Hill, & thence called by the Britains Caer-
Werid. It was incorporated by K. Ed.
& confirmed by many succeeding Kings &
Queens, consists of a Mayor, Recorder,
& Aldermen, a Bayliff, 12 Capital Burghes,
12 Common Burghes, a Town Clerk, &
7 Sergeants at Mace. Members for Parli-
ment are elected by a Majority of 3 Free-
men till 2 M^o Weekly, Wedn. by Grants & Sac.
by Prescription, & a For-
nightly Fair on Wedn. thro-
the year for all sorts of Cattle, with 3
Fairs yearly viz: April 20th, June 24th, &
Sept. 20th. There is a Castle of great
antiquity, where the Kings are kept
at a fair Church
upon the Hill.

Lancaster
OF
Lancaster
the Arms of
LANCASTER



"SETTLE OLD STOCKS."



*Photo of John Lockshott,
found in Settle old stocks.*

1854.

Jimmy Carr graced the stocks on August 1st, the market day, having been convicted of being drunk, and neglecting to pay the fine. He appeared perfectly happy, inasmuch as no less than two years have elapsed since the stocks were before called into requisition, and he was treated like a gentleman. He got three good meals during a sitting of six hours, and copper to the amount of 3s. 10d. dropped into his cap by the charitable and humane. The consequence was that in the evening he was as drunk as a fiddler.

Jimmy Carr, whose appearance in the stocks was reported last week, was on Aug. 8th fined 1s. and 4s. 6d. costs for profane swearing. It appears that Jimmy had got irritated at being taunted for having been in the stocks. The magistrates told him that the irritation did not justify him in making use of the language he had.

SETTLE OLD STOCKS.

With the progress of civilization we have discarded many of the punishments which our ancestors inflicted—or suffered—as the case may be, amongst these being confinement in “the stocks.” Without doubt many of these punishments were barbarous, and their disuse is a matter of congratulation, but as to the stocks I venture to think there is much to be said in their favor, and altho’ some tender-hearted humanitarians will doubtless howl at me, I must say that I should not be sorry were their use to be revived in certain cases. For instance “Five shillings and costs” is all very well in a case of simple drunkenness, but it is possible that three hours’ quiet meditation in the stocks would be a more effective deterrent, whilst the six hours reflection that a man caught in the act of gambling on a Sunday, was constrained to indulge in, would surely induce him to forswear that bad habit.

At Giggleswick there may yet be seen, at the foot of the old market cross, the remains of the parish stocks. One post has been broken off and the moveable upper wooden beam is missing, but the other post still remains, whilst the lower stone, into which the ankles fitted and on which the upper wooden part rested, still acts as a silent monitor.

At Settle the stocks consisted entirely of wood, and have been moved bodily away. I give an engraving of them, as they are rapidly going to decay, and will probably soon be numbered amongst the “have-beens.” The honour of having been the last person to occupy them involuntarily lies between Messrs. “Tal Bradley” and “Jimmy Carr”; but one thing is certain,—that “Tal,” who was a fruit hawker, used to sell more oranges whilst in durance than at any other time.

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The district was certainly busy in the sense that there was plenty of work going on. Yet the lot of the people was hard. The farm-labourer had his 12s. a week. The hand-loom weaver would seldom make more. And his was much longer than the farm-servant's day. His loom was heard soon after four in the morning, and until ten at night. In winter it was four hours' work before sunrise and six after sunset; and perhaps two shillings for the long, hard day. It is said that steam-power has taken the poetry out of industrial life,—that in the old days the weaver could sing to his loom. It did not sing much to him, as he sat through the long hours with three thin tallow dips to give him light. It would be as much as he could do to get a bare supply of the necessaries of life; of its luxuries he had not time to dream.

Hat-making and rope-making were local industries that have died out. Settle, too, like Dent, was known far and wide for its knitted woollen stockings. And on August 19th, it had its great Leather and Nail Fair, when the town was invaded by the "knights of the last" from the whole district lying between Bentham and Grassington, and Sedbergh and Hawes.

The winter of 1825-6 was a time of extreme distress. The previous summer had been one of unbroken drought. Week after week the sun shone from a clear sky. The hills were burnt bare. In the valleys there was no pasture-grass, no hay-crop, no after-math. The farmers could find no sale for their stock, and had no winter-feed for them. The general harvest failed. Trade everywhere was bad. Money was scarce. The local cotton-industry was at a stand.

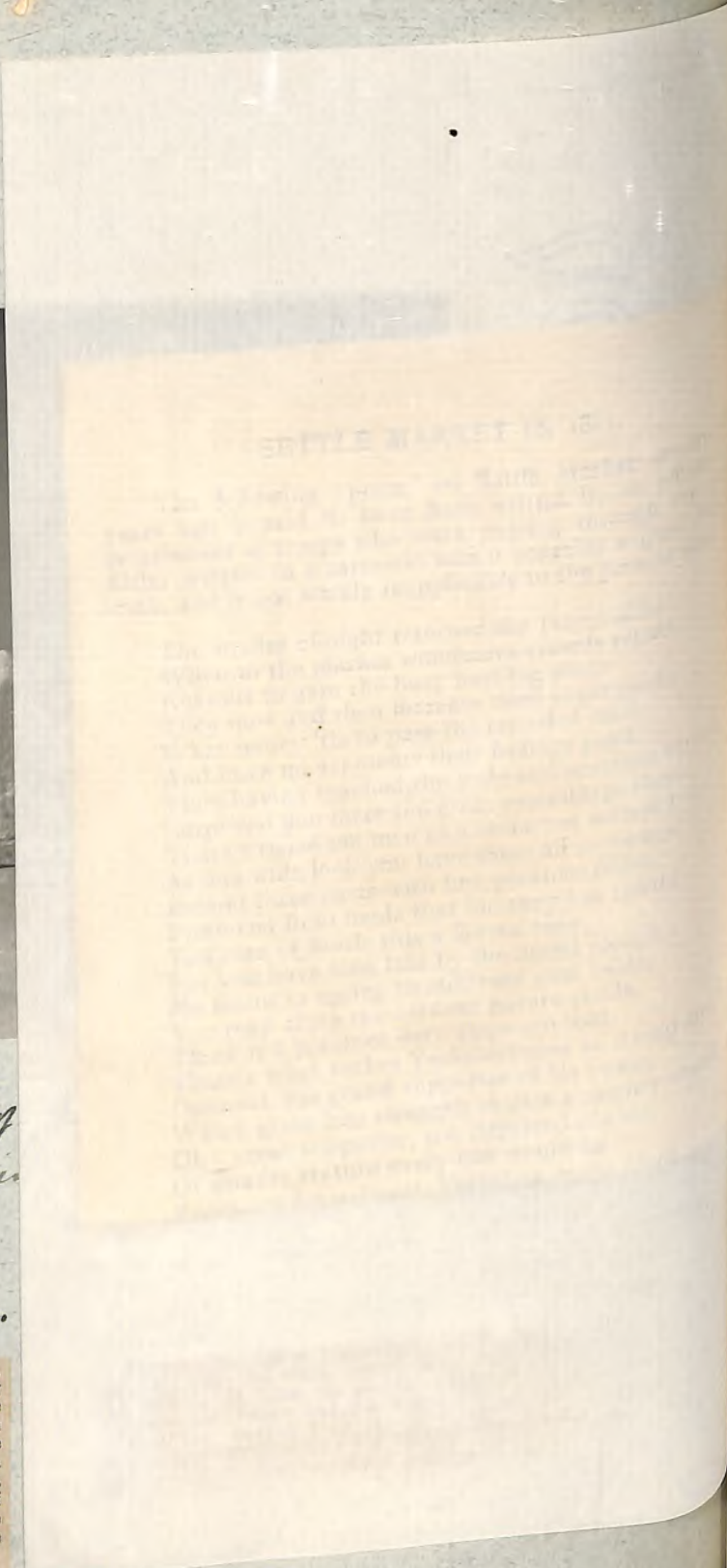


Photo of
found in

854.

Tommy Carr graced the stocks on August 1st, market day, having been convicted of being drunk, and neglecting to pay the fine. He appeared perfectly happy, inasmuch as no less than 20 years have elapsed since the stocks were before him into requisition, and he was treated like a common felon. He got three good meals during a confinement of six hours, and copper to the amount of 10d. dropped into his cap by the charitable and humane. The consequence was that in the morning he was as drunk as a fiddler.

Notes of Joseph Jackson, Esq.

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Pieces were woven only to be found unsaleable. The usual price for weaving one piece (30 yards) had been 10½d. It fell to 6d. Some workers at Malham had woven 100 pieces for a local manufacturer, and all he could give for all this work was 20s. Thus for 100 pieces, i.e. 3000 yards, they received a sovereign; for 5 pieces, i.e. 150 yards, a shilling.

Salmon Poaching. The Ribble is now so closely watched, and anyone fishing in its waters without leave or license would be so sure to get himself into trouble, that it is almost startling to think of the old free-and-easy days. Fifty years ago it was not a thing to be wondered at if five or six big salmon, salted and dried, were seen hanging like fitches of bacon in some workman's cottage in Settle or Langcliffe. There were men who were known to be adepts in the art of netting or of "lowing" the fish, and who were sure to be out in pursuit of their vocation during the long November nights. Yet these men managed to evade the watcher's eye; or his eye, them; for we have not heard that they were ever made to feel the whip-hand of the law. The popular idea was that the fish was as much one man's as another's, and that the one who had the skill to catch it was the one who had the right.

In November, salmon ascend the river to spawn. In some years they travel as far up as Settle Bridge. This is the highest point they can reach, as their further advance is barred by the weir. The fish remain for a longer or shorter time; but they generally go down the river with the first flood. A few years ago seven fine salmon were for several days to be seen

Office - 127, Southwell Street,
Wick, - Dudmaston House, Chelsea,
London, Oct. 1854.

No 45



The Mechanics' Sale
Settle

Dr to The Vegetable Gas Light Company

FOR GAS.

£	s.	d.
"	4	10
"	1	10½
	6	8½

State of Meter, this 24 day of Oct. 1854, viz 600

ditto last Quarter 200

Quarters Consumption 400

Rent of Meter,

Nov 3 by Cash 6/8
by Cash Jackson & Co.

J