

AMONG THESE DARK SATANIC MILLS

Britain's Industrial Heritage Volume 4

John Hannavy

This is the fourth and final volume of John Hannavy's series of books exploring Britain's rich industrial past, and follows the same format as the earlier three – *Britain's Industrial Heritage*, *Our Industrial Past* – *More of Britain's Industrial Heritage* and *Industries Which Made Britain Triumph* – and once again included a detailed Gazetteer covering all the places featured in the text, and more.

This time, we explore the history of standardised time, the rise and demise of the mill, the importance of lime, the manufacture of nails, needles and small metal tools, and the creation of a 'Nation of Shopkeepers'. And with the author's long career as a photographic historian, the final chapter explores how the 'new art' of photography captured the evolution of Britain as a great industrial power.

Illustrated with more than 220 photographs, many of them taken specially for the book, the book gives glimpses of some of the lesser-known features of Britain's past.



ABOUT THE AUTHOR

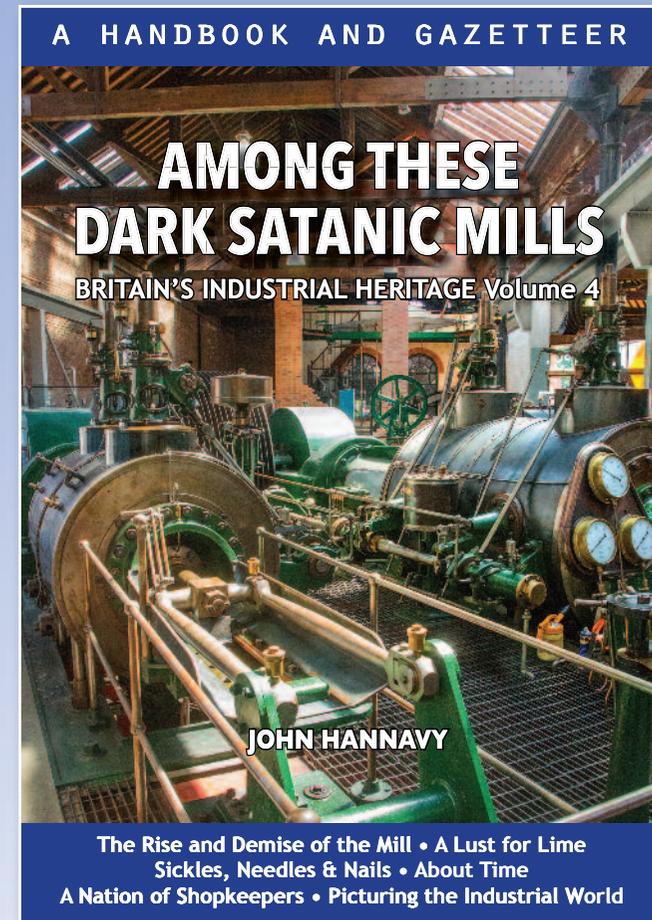
Professor John Hannavy is a writer, photographer, photographic historian and incurable steam enthusiast. A retired academic he now spends his time exploring everything from steam railways to mill engines, from nail-makers to the world's surviving transporter bridges.

This is his eighth book for Halsgrove, following *Preserved Steam-powered Machines*, *Edwardian Mining in Old Postcards*, *The Once-ubiquitous Paddle-Steamer*, *Britain's Industrial Heritage*, *Our Industrial Past*, *Industries Which Made Britain Triumph* and *Edwardian Railways in Postcards*.

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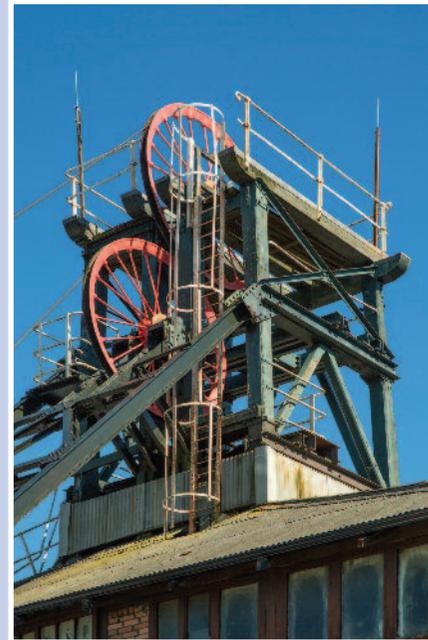
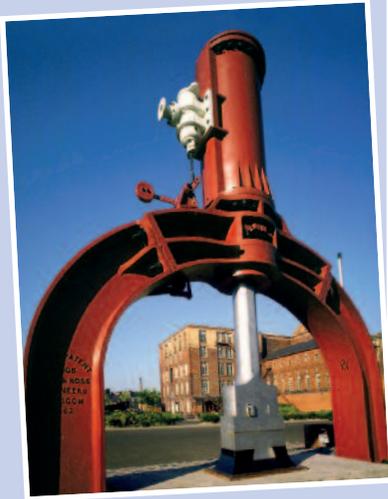


Halsgrove Publishing, Halsgrove House, Ryelands Business Park, Bagley Road,
Wellington, Somerset TA21 9PZ Tel: 01823 653777 Fax: 01823 216796
www.halsgrove.com e-mail: sales@halsgrove.com

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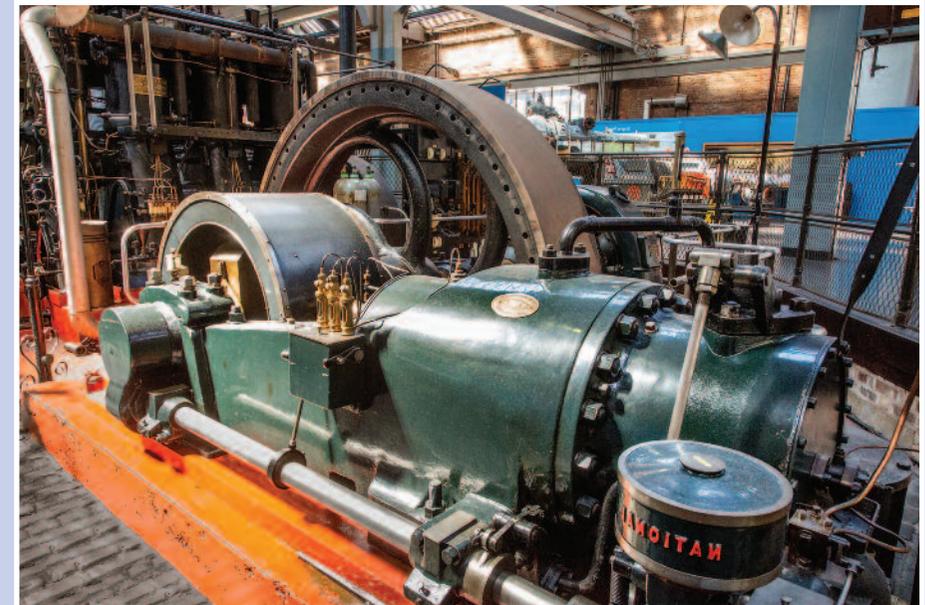
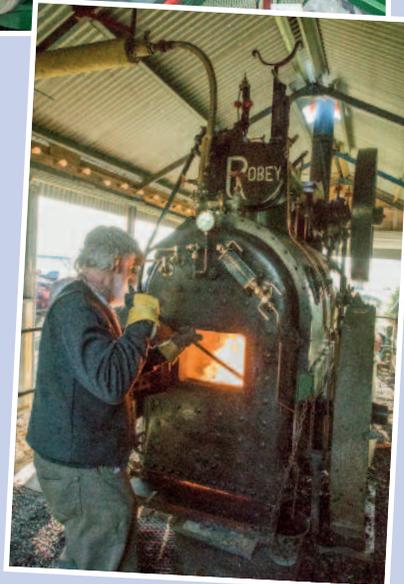
Right: 'Elsie', a 180hp engine, was built in 1902 for the Barchant Spinning Company, by J. & W. McNaught of Rochdale. It is now in Bolton Steam Museum.



The headframe at Capstone Colliery in Yorkshire, now home to the National Mining Museum, England.

The spinning mules at Coldharbour Mill in Devon.

Above: This large William Rigby designed steam hammer was built in 1862 by Glen and Ross of Glasgow and was one of three installed at William Parks & Company's Clarington Forge in Wigan, Lancashire.



A 1927 single-cylinder horizontal fourstroke diesel engine with electrical generator, built by the National Gas & Oil Engine Company of Ashton-under-Lyne, now in the Power Hall at Manchester's Museum of Science & Industry.

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THE RISE AND DEPRIS OF THE MILL

right: The little water-powered mill building at Kewford in a far cry from the typical large steel structure of the mill. Britain's textiles were manufactured.

middle: By the early years of the 20th century, handloom weaving had almost disappeared in most areas, the textile value concentrated in powerlooms. Looms like all parts of the mill were built in the local towns by hand workers, and now today, the line weaver working all hours in all an essential feature of the mill. Under the loom, the weaver is wearing a cap and more people than the mill with which they share themselves or describe their homes.

below: Girls demonstrating 'weaving' the loom at the Imperial International Exhibition in London's White City in 1903, one of a series of illustrations purporting to show traditional Scottish crafts, published by Mackenzie of Dundee.

Victorian era, the term had strangely been corrupted in some tweed-making areas to 'walking'. After cloth had been 'walked' it was stretched on to 'tenter hooks' and air-dried either outdoors or in drying sheds.

The mill could also have been used for the washing, dyeing and carding of raw wool, but as there was a carding mill about half a mile away, that was probably not the case in its earliest days.

All that changed in 1829 when a nearby carding mill was destroyed by flooding – an event which may have directly led to the expansion of Kewford's activities. Certainly wool dyeing was carried out there by 1841 when the terran-farmers, James and James Grant were listed in the Census returns as 'wool dyers'.

below left: The 'Robey Leviathan' portable engine, built in 1870, was used to pump water from the mill to the 'common tank' or 'water tower' on the mill. The engine was used to pump water to the mill tanks, and replacing them was a regular and time-consuming task.

below right: The 'Robey Leviathan' portable engine, built in 1870, was used to pump water from the mill to the 'common tank' or 'water tower' on the mill. The engine was used to pump water to the mill tanks, and replacing them was a regular and time-consuming task.

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Firing the Robey 'Leviathan' portable engine which now drives the machinery at Westonzoyland. These engines had widespread applications.

Example of a double-page spread.