

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

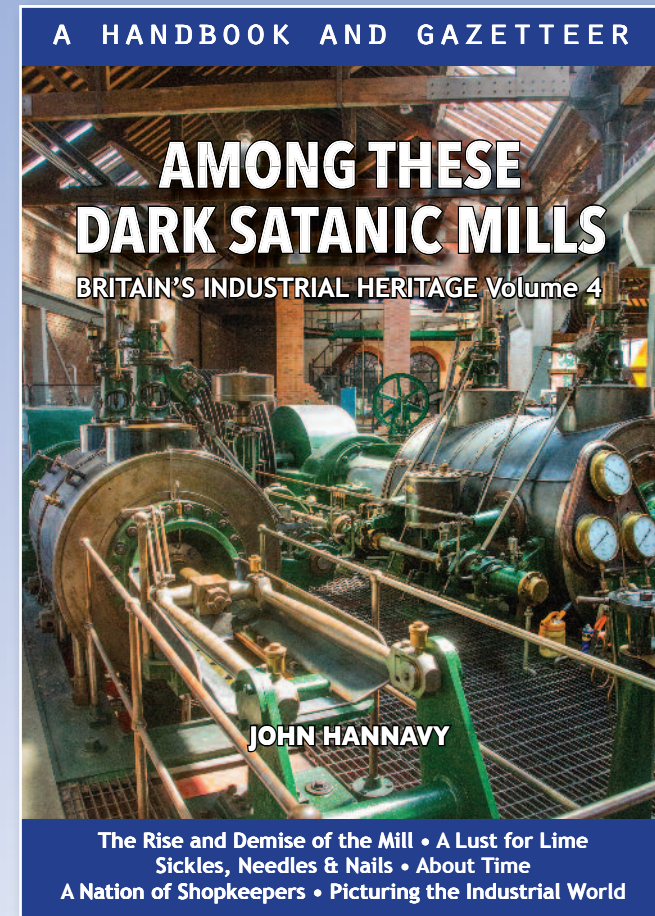
Professor John Hannavy is a writer, photographer, photographic historian and incurable steam enthusiast. A retired academic he now spends his time exploring everything from steam railways to mill engines, from nail-makers to the world's surviving transporter bridges.

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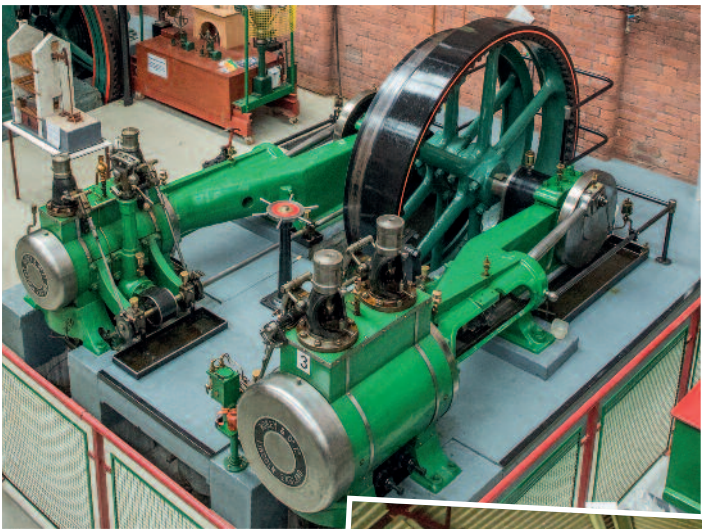
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Right: 'Elsie', a 180hp engine, was built in 1902 for the Barchant Spinning Company, by J. & W. McNaught of Rochdale. It is now in Bolton Steam Museum.



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.



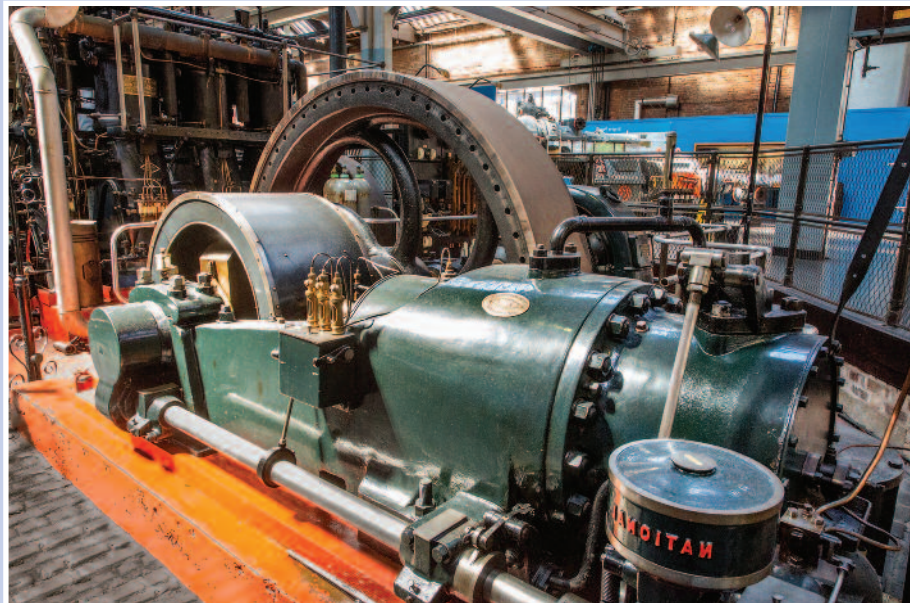
The headframe at Capstone Colliery in Yorkshire, now home to the National Mining Museum, England.



The spinning mules at Coldharbour Mill in Devon.



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



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.

Example of a double-page spread.

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right: The little water-powered mill building at Barchant is a far cry from the typical large mill complex in which most of Britain's textiles were manufactured.

middle: By the early years of the 20th century, handloom weaving had been restricted to no more than a craft industry in most areas. Its nostalgic value celebrated in postcards. Later it flourished as the 'Barchant' brand was sold in hand looms by home weavers, and even today, the lone weaver working at home is still an anomaly. Features of handloom weaving are unique character. Today, craft weaving is growing in popularity as more and more people look for alternatives to the fabrics with which they dress themselves or decorate their homes.

Below: Girls demonstrating 'weaving' on the 'weaving' machine at the Imperial Exhibition in London's White City in 1905. One of a series of illustrations depicting the 'weaving' machine, published by Macmillan & Co. Ltd.

THE RISE AND DECEASE OF THE MILL

Below left: The spinning mules in Barchant, Lancashire, were made by Platt & Co. in 1880.

Below right: The Barchant brand was sold in hand looms by home weavers, and even today, the lone weaver working at home is still an anomaly. Features of handloom weaving are unique character. Today, craft weaving is growing in popularity as more and more people look for alternatives to the fabrics with which they dress themselves or decorate their homes.

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