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# **North West Geography**

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# Reviews

## Mapping Saddleworth, Volume I: Printed Maps of the Parish, 1771-1894

Edited by Mike Buckley, David Harrison and Alan Petford

Saddleworth Historical Society, Uppermill, 2007

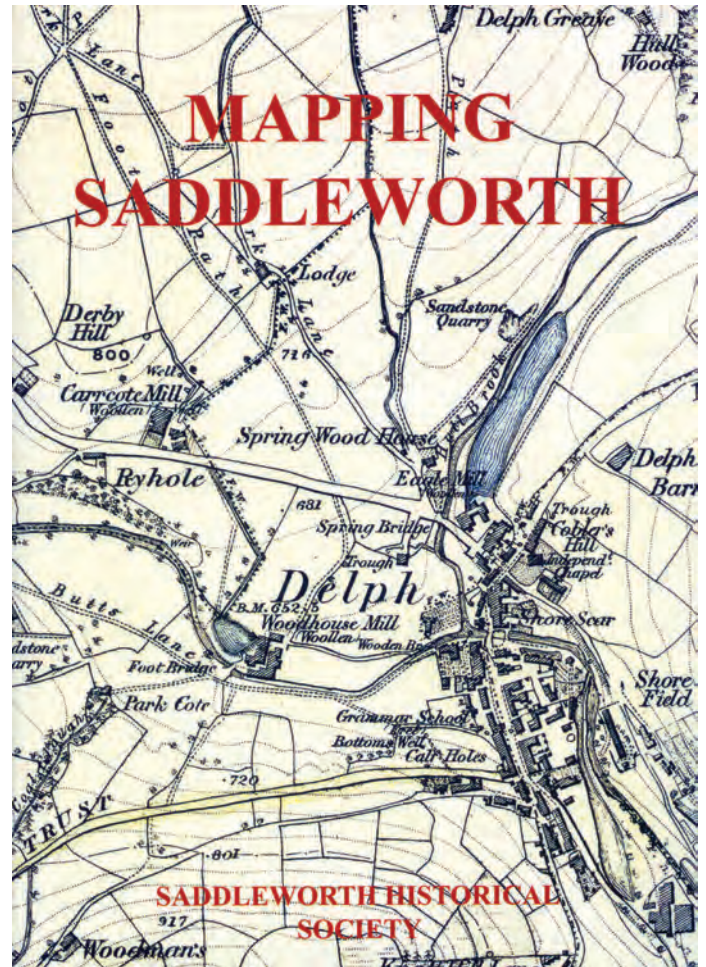
## Mapping Saddleworth, Volume II: Manuscript Maps of the Parish, 1625-1822

Edited by Mike Buckley, David Harrison, Victor Khadem, Alan Petford and John Widdall

Saddleworth Historical Society, Uppermill, 2010

Saddleworth Historical Society has just published the second volume of maps of the parish, adding manuscript maps to the printed maps published in 2007. This amazing collection of maps covers almost 300 years, and it should be remembered that during that period Saddleworth was in the West Riding of Yorkshire rather than in Oldham, Greater Manchester, where it now resides.

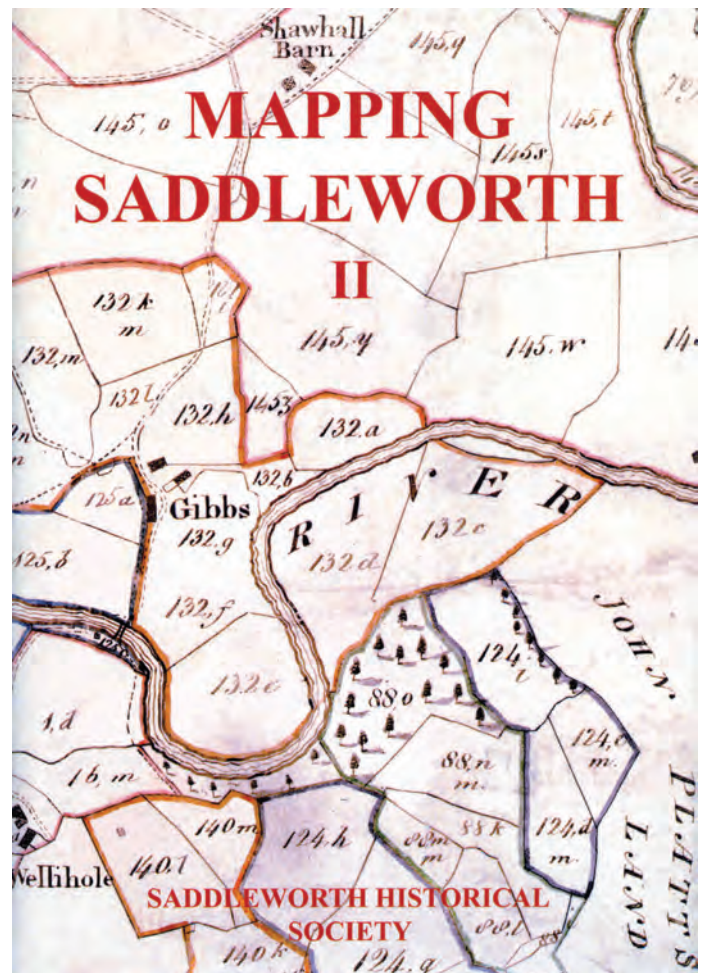
Volume I begins with extracts from three Yorkshire county maps by Jefferys, Greenwood and Teesdale between 1771 and 1828; the extracts go from Mosley (sic) in the southwest to Slaithwaite in the northeast, thus including Standedge. These maps were published at different scales, but are reproduced at a common scale making comparisons easy. Next comes the Enclosure map of Saddleworth of 1840, covering the southeast of the parish. The bulk of the book is taken up by the First Edition Ordnance Survey maps at 6-inch (1854) and 25-inch (1892-4) scales. Yorkshire (like Lancashire) was lucky in having the first English 6-inch survey, but unlucky in having the last 25-inch survey. The 6-inch survey was replaced by the 25-inch as the basic mapping scale for areas with cultivated land after the 'Battle of the Scales' in 1850s; after then the 6-inch was derived from the 25-inch, except for areas with no cultivated land, where the 6-inch remained the largest scale mapping. The description for the 25-inch map is rather brief, and crucially fails to mention that the sheets were revised in 1901-8 and parts revised in 1928-35. On the other hand the 25-inch reproductions take up over half of the book (67 plates on 134 pages). Both the 6-inch and 25-inch reproductions are of hand-coloured copies, and have been printed at different scales (8.5" and 17" respectively). The maps are reproduced without the original map margins, and there is no indication of the original sheet numbers; instead the maps are indexed as they appear in the book, oddly using Roman numerals, a style adopted throughout both volumes.



Volume II has a selection of seven estate and enclosure plans; apart from the earliest (1625) they are all dated between 1766 and 1822. They show both the estates of various landowners, and some of the moorland enclosures. The introductions to each are generally fuller than those in Volume I, and the maps are reproduced at scales to fit the pages. The 'Map of the Inclosure ... belonging to James Farrar Esq' covers much of the parish. It was originally surveyed in 1770, but the copy here was made in 1825; the whole

map is shown in Plate I, followed by 24 plates at true scale (6 chains to one inch), followed by the survey book which may date from 1789. The 1779 Buckley estate plans which follow cover 14 small areas, and the maps have interesting cartouches. The volume ends with a reconstructed version of the township (Vestry) map of 1822 (parts of it were in a very poor condition), with detail added from a later version of 1863; the 14 plates (the layout of which mirrors the 6-inch maps in Volume I) are followed by a Field Book compiled in the 1920s.

The two hardback volumes are substantial, running to a total of 458 pages. Running the images across the double pages occasionally means that detail is lost, and it might have been better if each page had an all-round margin. But minor quibbles apart, these two volumes represent a fascinating picture of a Pennine parish over almost 300 years, and are well worth the investment for local and map historians. Volume II is £19.95, and the two volumes together are £32.50; they can be obtained online at [www.saddleworth-historical-society.org.uk](http://www.saddleworth-historical-society.org.uk)




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## **A History of Manchester, (2nd edition, 2010)**

By Stuart Hylton. Phillimore, Andover. £25 hardback

The first edition of this book was published in 2003; this expanded revision has 292 pages (instead of 243 pages), and adds 34 colour plates. Its same-titled 21 chapters tackle topics in a generally chronological order from the Romans to the present day. An interesting idea is the description of individual communities (starting with Blackley) from Chapter 4 onwards.

In common with many other histories the turnpikes receive little attention; there are just two sentences on page 44, giving no dates of any Turnpike Acts (this in a chapter entitled 'Jacobites'). As early as 1755 Manchester was the best turnpike-connected town in Lancashire. The earliest was the road to Stockport (for Buxton and London) turnpiked in 1724, and then turnpikes to Ashton and Oldham by 1735. By 1755 other turnpikes led to Stretford, Radcliffe, Bury

and Rochdale, and another set led from Salford to Bolton, Duxbury (for Preston), Wigan and Prescott (for Liverpool); the last was important in allowing easier road access for foreign goods, notably cotton. The turnpike network was vital in starting Manchester's rise as an industrial town in the late eighteenth century. Of course canals were important too, but most came much later. Although the Mersey & Irwell Navigation and the Bridgewater Canal were both open by 1766, the Manchester Bolton & Bury, Ashton and Rochdale Canals did not open until the very last years of the century. The roads, and in particular the turnpikes, were vital arteries of Manchester's early industrial growth.

Canals and especially railways get the usual full attention (Chapter 7: 'The Work of Titans', and Chapter 10: 'The Iron Road'; 28 pages between them). However



on page 71 Hylton fails to mention that the Manchester Bolton & Bury Canal did not reach Manchester – it actually went from Salford. He also has the opening date of the Manchester & Salford Junction Canal wrong (1839, not 1836), and doesn't mention the competing Hulme Locks link of 1838. Overall the book virtually ignores Salford, which is rather unfortunate as the two towns were and are so closely linked; there is only an indirect reference to the fact that most of Manchester Docks were in Salford. There is no mention that all three sites of Manchester racecourse were there too; the first site, at Kersal Moor, is mentioned under the heading 'Trade and Industry' in the 'Jacobites' chapter, but is not in the index.

There are other odd conjunctions; chapter 11 is basically about the establishment of the borough, but it includes a section on Belle Vue (never anything like Disneyland!) through to 1905, picked up again on page 246. The Toboggan ride seen on page 135 did not open until 1908, and on page 246 the Bobs was not a scenic railway, it was a rollercoaster; the Scenic Railway stood next to it. There is no mention of the Manchester Geographical Society (founded 1884), or the earlier attempts to found a Society of Commercial Geography; nor is the Society's website listed in the Bibliography (page 287 – instead there are quite a few non-local websites). In Chapter 15 ('A Terror to the Poor') there are sections on housing, schools, libraries, parks and hospitals; shouldn't baths be in there too, especially in the light of the on-going restoration of the 1906 Victoria Baths? The duplicated map on the endpapers is not credited – it is not difficult to give its origin and date; there is also the missed opportunity to print two different maps.

Despite these niggles the book is well-written and readable, and does attempt almost the impossible in trying to describe the history of a large and complex town in one volume.

**Paul Hindle**

