

A DRIVER and WEATHERHEAD family history

Silsden, West Yorkshire, England

Tracing the story of two Silsden families, through six generations of change

Written and compiled by Ian Stimson and Kate Mawer

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Stephenson married Margaret Driver in 1876. No search has been done to establish whether there was any relationship.

We move now to the next sibling. Being underlined this reminds us that we are back on the direct line.

19 • • • • • William Driver and Sarah Morris, P3. William, born in 1819, was John and Grace Bottomley's third child and, because of the oil painting of William, was one of the early intended starting points for this family history. It still comes as a surprise to realise that the data was readily available which enabled the start of this history to move back a further five generations to an earlier William.

We know very little about William's early life. He would have known his Driver grandparents, who were initially farmers and then are recorded as weavers. His Driver grandfather died when he was about 12 or 13 and his grandmother died when he was about 27, but still unmarried. His Bottomley grandparents were Henry and Ann with Henry being a butcher.

William is likely to have left school about the age of 14 or 15 and then he became a nail maker apprentice. Apprenticeships were commonly arranged to provide a training for adult employment. For most trades this might be for six years and for medics perhaps seven years. In the case of William, we find in the 1841 census that he was still an apprentice at the age of 21, and so in his final year of apprenticeship.

On this occasion he was not at home but at an inn in Clapham, some 36 miles north west of Silsden, together with two other nail maker apprentices. Being at Clapham raised a question of why might he have been there on a Saturday night.

We had already learnt that William was to marry the daughter of an excise officer at the port of Lancaster and would become a leading figure in nail making in Silsden. He set up his business, initially Wm Driver and a number of years later William Driver & Sons, and was exporting and importing.

Hence it seemed very likely that these apprentices were on their way to Lancaster with a large load of nails, or returning from that port. His business was also making use of the early telegraph system so we wondered if he would be sending messages and then 'talking' with the officer and perhaps with his daughter.

This turned into a disappointment when dates were included. The daughter would have only been ten years old and the first commercial electric telegraph company was not established until 1846 in London.

But we later came across a newspaper cutting of 1905 which was recalling the marriage of William Driver and Sarah Morris at the parish church in Lancaster and commenting on William. It stated that he was founder of the Silsden Band which for many years came to Lancaster when the militia were under training. The band used to play regularly in Dalton Square in the evening, and was much appreciated by the townspeople.

Finding that William was closely involved with the Silsden Military Brass Band and that it was part of the 1st Royal Lancashire Militia, whose headquarters were in Lancaster, made us re-examine the 1841 census. It showed that in addition to William and two other apprentices, there were six woolcomber journeymen and all nine of them were shown as being either 15 or 20. We recognised a number of their names as being members of the Silsden Band. So, this appears to be an occasion when the band was on its way to or from Lancaster. So, William playing with the band in Lancaster could have led to him meeting his future wife, Sarah Morris. Maybe both our assumptions are correct, but the band has the stronger claim.

Another reference written by Edward Newton, the composer, shows that several musicians were working in William's nail making smithy in the mid 1840s and that William was the leader of the Silsden Band. Appendix 3 provides more details about the family connections to the Silsden Band.

As mentioned, in 1841 William was in his last year of apprenticeship. He would by then be a competent nail maker and may have continued working

for the same master nail maker or set himself up as an independent maker. We next find that in 1848 when William was 29, the business of William Driver, was 'established'. When we had learnt more about the nail making business and the manner in which it operated, we thought it probable that this was when William, having set up his own smithy facility, was wanting to expand. He had several of his brothers and friends (the bandsmen) working for him, he was probably their employer, and now was wanting to gain the services of independent nail makers. He evidently knew he would be able to sell the increased quantity of nails and was prepared to negotiate an agreed sum payable on completion of each batch of nails.

The 1914 Grace's Guide to British Industrial History states William Driver & Sons was established in 1848. However, since William was not yet married, that was surely a later title. It also gives the address as being Highfield Lane, Silsden. The full business name, William Driver & Sons, would only have been created after 1860, when the third son Charles was born, and 1878 when William died. If the earliest date was when Charles was first employed by William, it would have been about 1877, a year before William's death. The company name was kept for many years thereafter.

Nail making in Silsden had also been adopted as a means of supplementing other income, perhaps largely because it did not require much in the way of capital investment and coal and iron bars were reasonably available. It is said that there were several hundred nail making forges in Silsden but this number was soon to reduce when machines were introduced. Interestingly this nail manufacturing business did not spread to adjacent villages.

The Driver smithy in Highfield Lane is clearly named in the Silsden Tax Ledger of 1910 and we have confidence that it remained there until Driver nail making ceased. This would therefore be the location of where the machines were installed. The unanswered questions are therefore, when did William Driver (the firm) first use machines and were they using Highfield Lane smithies before they became mechanised?

Highfield Lane was where the first Methodist chapel was in Silsden. It was also the location of a slaughter house which is also shown in the 1910 ledger.

In the 1851 census, now 31 and still unmarried, William was head of a household which included his unmarried siblings. He was a nail maker as were his two younger unmarried brothers. Their address was Caleb Street. Older brother Samuel, P1, who started his working career as a nail maker soon moved away, younger brother Thomas, P4, and younger sister Sarah, P5, were already married and had their own homes. But older sister Margaret, P2, who remained unmarried for much of her life, plus Henry and Joseph, P7 and P8, are shown at Caleb Street with William. Of younger brother John, P6, there is no mention and, as will be related below, he died as a youngster.

There was one other surprise, and this was that two-year-old nephew William Sawley, sister Sarah's son, was present. This was seemingly a temporary arrangement as the adult males were all nail makers and Margaret was a power loom weaver of worsted, hence normally working in a weaving mill and not at home. Presumably Margaret was temporarily looking after her two-year-old nephew. As related above, Margaret was soon to live with the Sawley family for a while, as recorded in the 1861 census.

In the 1851 census year, the entry for William's father says 'father from home'. He was eventually found as a visitor at Bilham Grange, near Huddersfield and therefore about half way between Silsden and Sheffield. We wondered whether this was significant. William's mother, Grace, had died in 1850. His father, John died in 1859.

Then in 1855, William, aged 36, married Sarah Morris of Lancaster. As already mentioned, she was the daughter of an excise officer at the port and living at the Quay in Lancaster. This port was located on the River Lune and was twenty miles from the sea, but was navigable to sea going ships.

Sarah had been born in 1831 and was nearly thirteen years younger than William.

However, later research makes one wonder whether William had an earlier marriage about which we know nothing. We will return to that when discussing William's will.

Sarah was the fourth child and only daughter of a Customs Officer, Benjamin Morris, at the port of Lancaster. It appears that his speciality was the management of weighing, a specialism when assessing the weight of cargoes in a ship. We realised that we had not researched Sarah's parents and siblings as diligently as we had those of Florence Weatherhead. Further research ensured we were well rewarded when, having found Benjamin Morris' marriage of 1814, we discovered that the maiden name of Sarah's mother was Mary Littledale, a name we had been seeking high and low as it was remembered when William's grandson was born, that is my late wife Florence's father, Frank Littledale Driver. Mary came from Myerscough, a village 14 miles from Lancaster, she was 22 when she married 30-year-old Benjamin.

Lancaster, on the River Lune, previously called Loyne, had been a port since pre-Roman times and was further developed into a port for sea-going sailing ships as a result of an Act of Parliament in 1750. In 1764 a new customs house was built and used as such until 1882. This puts dates to the rise and fall of this port which finally succumbed to the competition created by the Port of Liverpool.

Lancaster was trading with West Africa, the West



Indies and the eastern states of the USA importing sugar, cotton, rum and mahogany and exporting furniture and general merchandise. Lancaster had a small part in the slave trade of the early 1800s. However, ship owners were benefitting from this trade.

Sarah spent her childhood in the family home at Lancaster's port. The 1841 census gave the address as Quay no 10. At the time of the 1851 census the address was shown as St George's Quay, No. 10. We found that Sarah's father had been born in Cardiganshire, Wales and that Sarah's occupation was given as dress maker. Sarah's father died in 1853, a couple of years before Sarah married. It would have been quite a change for 24-year-old Sarah to move from the port environment of the River Lune to join the extensive Driver family of Silsden. Despite her mother, Mary, dying within four years of Sarah's marriage to William, Sarah quite often revisited Lancaster.

Taking a look at William and Sarah's family in 1861, John Morris, the eldest son, was now four and Charles was four months. Their second child, Benjamin, born in 1857 lived for just 18 days. He is remembered on his grandparents', John and Grace O7, memorial stone. In the next ten years four more children would arrive to boost the household. Frederick William, recorded in the 1871 census as Fred, Henry Ripley recorded as Harry, plus Frank and Hugh. Finally, Mary Anne was born in 1872. Each of these will be featured shortly.

William in the 1861 census was 41 and their address was unhelpfully given as Street. Peeping ahead in 1871 it was New Road Side and in 1881 Bolton Road. Silsden's new section of the turnpike was completed in 1826 and the first properties here were described as being on New Road Side. It was in 1871 that Thomas Driver, postmaster, asked for the streets to be named and New Road Side became Bolton Road. Street, which earlier had been called Fenhill Street, became Chapel Street because the first Primitive Methodist chapel was built at the top of this winding road. So, William and Sarah had moved from Chapel Street to Bolton Road in the 1860s.

In 1861 the family nail making business was clearly thriving as William is described as a nail manufacturer employing 24 men and 6 boys. Bearing in mind that William was by this time well established in a profitable business, one wonders whether he was selling and shipping nails overseas. At least Sarah would have been well accustomed to that idea.

One needs to remember that the American Civil War was from 1861 to 1865. The Confederates blockaded the northern ports and Unionists blockaded the southern ports. Corn imports to Britain from northern states became the most important import commodity since the cotton imports from southern states had largely been replaced by cotton grown in Egypt and India.

As an aside, it was fascinating to learn that my own great grandfather lost a boat loaded with American corn, running the blockade of New York on its journey to Glasgow. The American schooner Crenshaw was sunk by the CSS (Confederate Steam Ship) Alabama a few miles off Nova Scotia in 1862. The Alabama was equipped with both sail and steam driven propeller and had been built in Liverpool.



It was later that decade in 1868, that William's name became the first recorded in the Primitive Methodist account book collecting donations for the building of a new P M chapel, suggesting that William and Sarah were well established within Silsden. However, we find that it was William's brothers' families that were more involved with the Primitive Methodist

church in the following years. Perhaps due to the influence of Sarah, William's family was more closely aligned to St James Parish Church.

The relationship between children and their parents in Victorian times, and no doubt there was a great range in the relationship depending on the living conditions and social environment of a family, has already been mentioned. There is one supporting piece of Driver family evidence, a letter written to William and Sarah in 1873 by their 13-year-old son Charles. He was at school and was writing his Christmas letter. He



evidently was boarding at the Airedale Academy and did not have a Christmas break from school. His letter started by addressing his mother and father with 'Hon^d parents', and ended with 'I am hon^d Parents, your

dutiful Son, Charles Driver.’ When we come to Charles the full transcript will be inserted. The original is presented in Appendix 6.

The family oil painting of William shows that he was a member of a Masonic Lodge. It shows the Masonic regalia attached to his watch chain. We also knew that other family members, over three generations, were also Masonic members. So, this became a reason for researching the masonic history and the family membership.

The mid 1800s saw the beginnings, and with the Masonic movement a re-awakening, of such brotherhood movements. They became a much needed source of social improvement and benevolent support. Appendix 9, brings together the fuller story of the Driver family involvement. Membership of other such institutions, which happened on a smaller scale, is mentioned in narratives where such membership was found.

William, in 1871, was first initiated into the Prince George Masonic Lodge No 308 at Eastwood in Todmorden, about 18 miles from Silsden. Three years later, in 1874, he moved to the Royal Yorkshire Lodge at Keighley, which was only 5 miles away, where he remained a member until he died in 1878. The painting probably dates from the early 1870s, when he was in his 50s.

William and Sarah’s family, the first of whom married in 1888, appear to have lived in what is now known as Bolton Road from 1861 onwards. However, when numbers were introduced by 1891, they were at number 40 and then 78 Bolton Road in 1901. The even house numbers in Bolton Road are on the eastern side of the road. At the time of Sarah’s will in 1906 and death in 1908 she was at Banklands, Bolton Road, which appears to be the name of number 78. By comparing the occupants of houses between 1881 and 1901 we identified that many neighbours’ names remained consistent leading us to the conclusion that the Driver family remained in the same house while new houses were built and the numbering changed along Bolton Road.

William died relatively young at 59, on 3rd October 1878, leaving Sarah, at 47 years, heading a household of seven children ranging in age from six to twenty-two. Although Sarah had no live-in help at the time of the 1881 census, in 1891 we find Martha Morris, age 39 and born in Kent, visiting and working as a ‘lady’s maid’ in Sarah’s household. Martha’s father, John Morris, was Sarah’s oldest brother. A clockmaker, John had left Lancaster when Sarah was in her teens, married in Bury and moved to Kent. Martha had previously worked as a housemaid in Paddington and Kensington. In 1892, Martha married a Silsden clerk, John Sugden. Martha continued to live in Silsden, with her husband and mother-in-law. A son, James, was born in 1894. The family lived at 17 Bolton Road, close to Sarah. Martha died in 1900 and her husband in 1903 and one imagines that Sarah would have been a supportive presence for her 9-year-old great nephew at this time.

By the time of his death William had not seen any of his children marry and seemingly had no grandchildren. However, in William’s will, made two days before he died, he refers to his grandson William Wade. He doesn’t provide any additional information as to who were the parents or where the grandson was living, so the executors were clearly expected to know who this grandson was. Researching this today, we are not so fortunate. It is possible that this boy was not what we understand to be a grandson, son of one of your own children. One would expect a daughter of William to have married a Wade and to have had a son William. We have found no such record. This then raises the question of whether there was an earlier marriage or illegitimacy.

After much searching this problem has not been resolved. When he wrote his will on 1st October 1878 there was a William Wade living in Silsden, born in 1877, who died age 3 in 1880 and was buried in Silsden, but no relationship has been uncovered.

Another speculation is suggested by looking carefully at the wording of the will which reads: -

'I give devise and bequeath unto my wife Sarah Driver my brother Joseph Driver and my son John Driver....to realize the whole of my said real and personal property as soon as they reasonably can and to pay to my said brother Joseph Driver the sum of one hundred pounds and to pay my grandson William Wade the sum of fifty pounds... and...to divide the residue of the proceeds of my said real and personal property equally amongst my lawful children...'

This possibly suggests that the grandson was not a lawful descendent and did not get anything in the share-out. Perhaps it was one of his own children who had William Wade illegitimately, and so the mystery persists.

Charles married ten years after his father's death, and Sarah would have met six of her grandchildren before the turn of the century. However, Sarah had the company of most of her children living at home for 24 years. After Charles, the next did not marry until the start of the 20th century. Henry R married in 1902, followed by Frank and John M, both in 1904.

Frederick, Hugh and Mary Anne were all unmarried at that time and, on occasions, would be away from home. Presumably returning home according to demands on their time, linked to job opportunities, and their own wishes. This household, of often seven adults, with three running their own businesses must have been an interesting place to be during this late Victorian period as business, family, sport, church and politics were being discussed.

Sarah was seemingly a strong character and, after William's death, could be considered to be the matriarch of the family taking charge of the William Driver & Sons business until 1908, the year that Sarah died. Only then could William's will be fully administered. To achieve this the company was changed into a private company limited by shares.

By the time Sarah died in 1908 her family had grown to include four daughters-in-law and nine grandchildren. We learn more about her family from her will which reads, '... appoint my Son Frank Driver and my Daughter

Mary Ann Driver (hereinafter called "my Trustees") to be the Executors and Trustees of this my Will ...'.

Sarah left everything equally '... Upon Trust for Jane Driver (the wife of my son John Morris Driver) my son Charles Driver my son Frederick William Driver my son Henry Ripley Driver my son Frank Driver my son Hugh Driver and in case of her marriage my said daughter Mary Ann Driver in equal shares ...'. We discovered two surprises in Sarah's will. These will be explained in the narratives of two of her children.

However, Sarah also had a special instruction regarding her house Banklands, '.... with the consent in writing of my said daughter to sell all or any part of the lands adjoining or near to my said dwelling house called "Banklands" and to stand possessed of the purchase money ...'.

In summary, Sarah had named son Frank and daughter Mary Ann as her executors and had given Mary Ann the right not to agree to the sale of number 78. In practice Hugh and Mary Ann were to have that as their home until 1920. Only then could Sarah's will be fully administered.

Reflecting on the lives of William and Sarah we wonder whether it was Sarah's influence that spurred both the nail makers and also the weavers in the family to find overseas markets for their goods.

Secondly concerning the use of the name Banklands. In the time that Silsden was a small village anyone in business only needed to say they were 'of Silsden'. This was how William Driver was identified in his will. Later, as the population rapidly increased, it was necessary to be more precise such as 'of Banklands'. Banklands was the small area of Silsden through which Bolton Road passed. The small stream on the other, the western, side of Bolton Road was named Banklands Beck, and Banklands was the name Sarah gave to her house as used in her will of 1906.

Sarah died at Banklands on 16th May 1908, age 76, 30 years after William.

The Parish Magazine, shown on the following page, provides a fitting farewell to a highly respected member of the Driver family.

In affectionate memory of
Sarah Driver
Who died May 16th, 1908,
Aged 76 Years.

The death of Mrs Driver, of Banklands, has removed from amongst us, one who had long ago won great respect from everyone in Silsden, and also much real affection from those who knew more closely. The infirmities which come with age had kept her in recent years from participating in our Church work, but so long as she was able she continued a hearty worker and willing helper in all that concerned our Church life. Her interest and support, however, were keen and generous to the last, and she had the joy of knowing that Silsden Church never lacked faithful and true helpers among her children. Under her practical mind and strong character, there was a sincere dependence on, and real trust in God, and she also knew how 'effectual fervent prayer availeth much' for it had been her comfort and support through many years. In Easter week she gladly received Holy Communion at home, and a few weeks later suddenly, but painlessly and peacefully passed to her rest, for which she was fully prepared.

"Her children rise up and call her blessed"
Prov. Xxi.,28.

We move now to the next sibling, Thomas.

20 • • • • Thomas Driver and Jane Gill, P4. Thomas was the fourth of John and Grace's eight children. He was born in 1821. At the time of the 1841 census Thomas was 19 and still living with his parents and siblings in the hamlet of Silsden. He and Jane Gill were married in 1844. In preparing the family data it was expected that Jane would have been Mary Gill's, P1, older sister but they are from different branches of the Gill family. Jane was the youngest child of James and Ann Gill. Thomas, according to the 1851, 1861 and 1871 census records, was a nail maker.

In the 1851 census Thomas, 29, Jane, 31, John, 4, and Thomas, 7 months, were living at Becks, Silsden and in 1861 they were in St John Square, the north end of St John Street. Subsequent censuses show them to have moved into the town centre in Kirkgate where Thomas died on 31st December 1891.

By the 1861 census Thomas and Jane had had five children, John aged 14 and Thomas (jnr) 10, and both were nail makers. Then came Mary Ann, aged 7, a scholar, Enoch born in 1856 but who died five weeks later, and Denby 3 also a scholar.

Ten years later the 1871 census showed they had a new member of the family, Elizabeth, born in 1863, and also that the children had new occupations, but their father remained a nail maker. Both John and Thomas jnr were railway porters. The Steeton railway station had opened as a single line in 1847 and one assumes that they worked there. Mary A was a worsted spinner, as was Denby. Eight-year-old Elizabeth Hannah was a scholar.

Obtaining data at ten year intervals leads one to think that life progressed in ten year steps, but if thinking is more fluid, it might enable explanations to be more plausible. The 1871 census shows Thomas as a nail maker living in Main Street (Kirkgate). We know from the Silsden Primitive Methodist book that son John was in charge of the post office for a few years before he became a railway porter.

John Berry, the previous postmaster who died in 1864, had two daughters, both school mistresses, and it is possible that they continued the post office business, which at that time would not be arduous, and perhaps had John Driver, at the age of 17, as their assistant until he became competent. We know that Thomas Driver and family had moved into Kirkgate by 1871 and it could be that move was in 1864 or 1865 and was triggered by the desire for John and perhaps for Thomas (snr) to become the new postmaster.

Thomas in the 1871 census has again put his occupation as nail maker but that may well be because he had not at that time been officially appointed as postmaster. It also raised the question of whether he was a Post Office employee or was he self-employed. The 1881 census resolves this as it shows he was a postmaster and a civil service officer and at that time he was probably managed from the main office at Keighley.

This piece of family history generated the wish to know more about Silsden's Post Office. For many years it occupied a very prominent position in Kirkgate and one wondered whether it had always been in that location. Appendix 7 focuses on the development of the Post Office in Silsden through well over a hundred years of phenomenal growth arising from new technologies.

This was a significant change in the way of life for the family. The 1891 census shows Thomas, at the age of 70, still Postmaster and, as in the earlier census, he was accompanied in the post office by his youngest child Elizabeth H. She was the telegraphist, operating new-fangled, to use a very apt description quoted in the Bridgwater Mercury, equipment which transmitted messages.

Thomas snr who died on 31st December was buried on 3rd January 1892, at the age of 70, but his wife, Jane, lived until she was 89, in 1908. In the 1901 census she was living with her daughter Elizabeth Hannah and son-in-law, Julius Tillotson, at 7 Elliott Street.

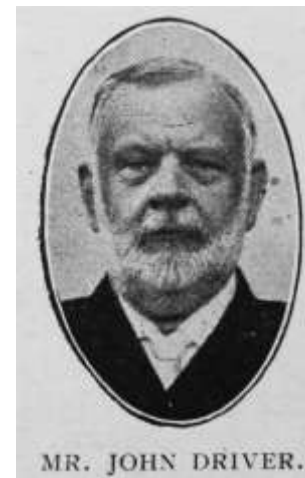
Jane was a devout member of the Primitive Methodist Church and attended regularly for perhaps 80 years. Jane, it is reported, was of a cheery, kindly disposition and was beloved and respected by a large circle of friends. The Primitive Methodist book tells us: -

'Mrs. Jane Driver was one of the most devoted attenders that has ever been associated with Silsden Primitive Methodism, being at the services up to a fortnight before her death, which took place in her 90th year, not many months since. Her record of attendance probably extended to 80 years, for she commenced when quite a child.

It didn't make any difference how ill she might be on a Saturday, if there was a possibility on the Sunday, she would be at the chapel. She held that she was better at the chapel than at home. She always sat in a certain pew in the gallery, and declined, even up to the last, to go into the bottom, saying that she had sat in the same seat since the chapel was built, and that she was not going to change till she "changed to the other chapel".'

Because this is not the direct line family, we will report next on Thomas and Jane's six children and their families before moving on to the next of John and Grace's eight children.

21 • • • • • John Driver and Elizabeth Mitchell, P4+. John, born in 1846, was the eldest of Thomas and Jane's six children, and we are again indebted to the Silsden Primitive Methodist book for the information about John's life.



In later life John recalled one of his early memories. "I can very well remember her (*his mother*) taking me by the hand to the old chapel in Quarry Hill (North Street) 55 years since. I stayed with her at the prayer meeting and was astonished at the noise the folks made, and how they went on. I said to her, "What do they make all that noise for?" She said "Their hearts are filled with joy and they are letting go".

In reviewing the draft narratives, that of John created some critical thoughts about the family in the 1800s. John didn't go to school, a slight exaggeration as will be explained shortly, and yet he was evidently good at reading and writing and was sufficiently educated to become a good speaker. John tells that he attended Bolton Road School for a day or two, but got into the master's black books and as a penalty had to stand on one leg. After this, he vowed

he would not go again, and he didn't. Thomas was a nailmaker during John's formative years between 1850 and 1865 and so before schooling became a requirement. Nevertheless, Thomas and Jane must have been aware of the need for education and John must have been a willing learner. John made the comment that he had been 'drilled' a little by his father and if he did anything wrong his father threatened that he would make him go to school. John had attended the Primitive Methodist Sunday School.

It seems most likely that John's mother would have been able to read and write. She was a determined and devout woman and, from learning about John's life, it is likely that she would have been an important influence on her family.

On the other hand, there were families that didn't gain that first basic ability and couldn't pass on that education. This is where dame schools would have helped youngsters to read and write, where parents were unable to do so but could find just enough money to buy that schooling. Appendix 16 refers to schools in the late 1700s and 1800s.

At the age of 8 John was a clog iron maker, this would be in 1854. He began to make clog irons in a smithy known as the Old Abbey, and this gave him an opportunity to joke with his friends when they asked him where he was educated, by telling them that he was educated at the 'Abbey Institution'.

In 1861, when 14, the census shows he was a nail maker, like his father and younger brother. Then we are told he was in charge of the Silsden Post Office for two or three years. This was immediately before his father gave up nail making and became Silsden's postmaster. In 1870 John married Elizabeth Mitchell, whose father was a white smith. In the census of the following year, when he was 24, it shows John to be a railway porter and later in 1871 their only child, Harry Mitchell, was born. Elizabeth was two years older than John and she was a worsted weaver.

John was next attracted to Derbyshire for a short while but moved back to the West Riding in 1874 having obtained a position as clerk with Messrs J and S Smith, a Keighley machine firm. Four years later, in September 1878,

he was appointed as clerk to the Silsden School Board, a position which he held for 15 years, but the census of 1881 still shows him to be a nail maker, presumably the position of clerk to the School Board was not a full-time occupation. One of the first tasks the School Board asked of John was that he should call at every house in Silsden and make a list of children of school age. In May 1882 he became collector of the gas and water rents and was manager of the gas and water department for the Silsden Local Board. John continued in these capacities until May 1893 when he was appointed Clerk and Collector. These posts he continued to hold firstly for the Local Board and then for the Urban District Council which succeeded the Local Board.

John's first public appearance as a speaker was when he read a paper at a Good Templar's Lodge meeting. The Good Templars was an international organisation with a mission to enlighten people around the world on a lifestyle free from alcohol and other drugs. John was then asked to preach and, following that, Rev. Jas. Bootland arranged for his name to be included on the preacher's plan. John became a well-known temperance speaker in Keighley, subsequently in Bradford, Leeds and later in Manchester and as far away as Lincoln. He was a member of Silsden's Primitive Methodist church although his speaking and preaching duties took him away from Silsden for much of his time.

The following anecdote was recorded. On one occasion while clerk to the School Board, a school inspector remarked to Mr Driver that he would find things different now to what they were when he was a boy. John answered that he did not, and somewhat surprised the inspector by telling him that he had never attended school in his life. The inspector averred that Mr Driver was the first clerk and public lecturer he had met who had never gone to school.

Although often away from Silsden because of his commitment as a temperance speaker, he was on the 1887 Primitive Methodist's Preachers Plan to preach at Addingham, Farnhill, Steeton and Eastburn, but not in Silsden.

On 9th October 1887 John was preaching at Farnhill at 2pm and on the same day was preaching at Steeton at 5.30pm. A year later, on May 12th, 13th and 14th he was at Pateley Bridge where he gave a series of talks. In November 1888 he was back in Farnhill this time to give a lecture with the subject, 'Men wanted, not fops. Women wanted, not dolls'. Farnhill History Group advise that this is likely to have been held at the old Primitive Methodist Chapel, lower down the hill from the recent Primitive Chapel.

John Driver was also the President of the Silsden Mutual Improvement Society of Primitive Methodists and of the Silsden PM's Temperance Society which used to meet at Oddfellows Hall in Silsden. Also, he was one of several enumerators for the 1901 census in Silsden.

Two speeches he gave in 1888 were reported in local newspapers. On 18th May the Wharfedale and Airedale Observer reported that on the previous Tuesday (15th) Mr John Driver addressed 'The Licencing Clauses of the Local Government Bill'. On the 19th May the Pateley Bridge and Nidderdale Herald reported a Temperance Lecture that was held on the 12th (*previous Saturday*) the subject was 'Should the ratepayer have the power to veto public houses without giving compensation'.

John and his father were members of the Silsden St James Lodge of Grand United Order of Odd Fellows, established in 1832, which was a mutual society providing financial support for workers in times of need. It was located at Millbank on Keighley Road, a new building erected in 1851. In 1884 John and his father were two of four signatories on a document revising some of the lodge's rules and reducing the benefits payable. This perhaps indicated that the lodge was in some financial difficulty and it closed in 1889.

Elizabeth died in 1911 and John in 1915 at the age of 69. The 1915 PM Preachers' Plan mentions the death of John Driver on 19th April 1915 and on an entirely different note, it also mentions that the Society Steward for Silsden was Mr. H. P. Price of 101 Bolton Road. Reference to this will be

made when reporting on Charles Driver, Q3, who later lived at that address.

22 • • • • • Harry Mitchell Driver and Margaret Dinsdale, P4++. Harry Mitchell was the only child of John and Elizabeth Mitchell and in the 1891 census, at the age of 19, he was a spinning overlooker. He married Margaret Dinsdale of Steeton in 1895. They have not been found in the 1901 census, but in 1911 he was Sanitary Inspector in Tadcaster. They had no children and Harry died in 1950, followed by Margaret two years later.



23 • • • • • Thomas Driver and Mary Bailey, P4+. Thomas, the second of Thomas and Jane Gill's six children, was born in 1850. In 1861 he was living in St John's Square and, aged 10, was a nail maker. Ten years later he is shown to be a railway porter at the age of 20. He married Mary Bailey of Crosshills in 1874. In 1881 he was established as a coal agent with Mary being a wincey weaver. They had a six-year-old daughter, Maggie, who was a scholar. Ten years later Thomas was a coal and lime agent, living in Elliott Street, and thereafter is described as a coal merchant, living in Keighley Road, Silsden. Mary died in 1920 followed by Thomas in 1926.

24 • • • • • Maggie Driver, P4++. who was also born in Crosshills in 1874, did not marry. She lived with her parents, Thomas and Mary, and worked in a mill for a while but appears not to be working in 1911 when her father was established as a coal merchant. Maggie died in 1939.

25 • • • • • Mary Ann Driver and George Wright, P4+. Mary Ann was the third of Thomas and Jane's six children. She was born in 1854 and married George Wright in 1880. The 1891 census shows George to have been born in Cullingworth, three miles south of Keighley, aged 34 and to be a mechanic and Ann to be a yarn picker and 37 years of age. Ten years later George was an iron worker and they had a boarder living with them, Fred Hoyle, who was a County Police Constable. They did not have any children. In 1911 they were living at 3 Elliott Street in Silsden, where George was shown to be a labourer fitter. Mary Ann died in 1934.

26 • • • • • Enoch Driver, P4+. It is comforting to come across an unusual name as it is reassuring that one has the correct family when searching records. However, Enoch, Thomas and Jane's fourth child, was born and died in 1856. He lived for only five weeks.

27 • • • • • Denby Driver and Jane Ann Smith, P4+. Denby, baptised as Denbigh, was the fifth child of Thomas and Jane and was born in 1857. He was shown in 1871 to be a worsted spinner and ten years later, when he was 23, to be a nail maker. In 1881 Denby and his younger sister, Elizabeth Hannah, were still living with their parents who, by this time, were living in Kirkgate.

Later the same year he married Jane Ann Smith. Jane born in 1862 in Milnthorpe, Westmorland was the daughter of Philip Smith and Ann Barton. The wedding took place in Skipton some three years after Jane's mother had died.

Denby and Jane's first child was Thomas Barton, born in 1882. The second child was Dora, born 1885 and the third, Annie Elizabeth born in 1888. The 1891 census shows them to be living at 8 Bridge Street, Silsden, as does the 1895 electoral register for Denby.

It would seem that Denby's marriage was not to last because in 1901 he and Jane Ann are shown to have separated. Denby and Tom were still living in Bridge Street in Silsden, but at a different house number, 15, and they

have a housekeeper. Denby was a nail maker and Tom a worsted twister. The 1900 electoral register confirms Denby is living at 15 Bridge Street.



Jane, in the 1901 census, was living in Halifax, which is about 16 miles from Silsden. She was shown as being head, married, occupation house keeper, and had Dora and Annie Elizabeth with her. But there was now Frederick Booth, 40, a labourer or nail maker and boarder living with them. Frederick had been born in Stamford, previously living with his parents as they had moved from Stamford to York (1871), Silsden (1881) and Sutton Mill (1891). Additionally, in the Halifax

household, there are four more children, William, John F, Jarvis B and Charles V, with ages ranging from 8 years down to 9 months. Unexpectedly the additional children were said in the census to have been born in Silsden.

Examination of birth certificates, baptism records and electoral roles allowed us to fill in the gap between 1891 and 1901. After a long search a newspaper article from the Nelson Chronicle of 20.04.1894 gave us more insight into the circumstances. Fourth child William was born at 8 Bridge Street, the family home, on 6th August 1892, while John Frederick was born at 16 Chapel Lane, Silsden, on 16th June 1895. This tells us that the family had moved and it could be that Denby and Jane were no longer together.

As reported in the 1904 Nelson Chronicle Jane Ann stated, during a court case that she brought against Denby, that on Easter Monday 1894 Denby Driver, "had always treated her badly and at about quarter to three he came in looking as if he had had a great deal to drink and asked for some dinner. He had had his dinner at half past twelve so she asked him to wait until she had finished "siding up" (*clearing the table*). He struck her on the side of the head and as she was making for the door flung a coal rake at

her. She stated that for two years she had not had above 2s (*shillings*) per week from the defendant and had had to take in washing. She had also received parish relief. He came to see her the previous night and promised to behave better if she would make it up. On one occasion he sent a great stone crashing into the room. She thought his earnings would amount to 24s per week. She said that she had to leave him many times before."

Denby Driver, in his defence, denied having struck Jane and alleged that at the time of separation she had been "living in adultery with another man."

Jane stated, "with regard to a man by the name of Booth, he only visited her in connection with her work. It was not true that he was there every day. She had never taken any money from him. She did not remember (Denby) having complained about his intimacy with her, nor was Booth in the habit of kissing her."

It appears that this marked the final separation of Denby and Jane Ann. Reviewing the birth certificates, the father of fourth child William (b1892) was named as Denby Driver, while on fifth child (b1895) John Frederick Booth's no father's name was given, although of course we can see that the baby was named after the man that Jane Ann was to be living with in 1901. William and John F were baptised in Silsden on the same day in 1896, but this time no father's name is given for either, and both are given the middle name Booth, unlike on their birth certificates. This twist suggests that Denby Driver may not have been the father of William. Both sixth and seventh children, Jarvis Booth and Charles Victor Booth, were born in Silsden; Jarvis in 1898 in 13 Chapel Lane and Charles in 1900 in 38 Bridge Street. Both houses, on the 1901 electoral register, were occupied by Fred Booth.

By 1911 Jane and family were in Elland, a mile or two south of Halifax. One more child, the eighth, Edmund, born in Elland in 1904 had arrived. His birth certificate gave Frederick Booth as father and Jane Ann Booth as mother, yet in the 1911 census Frederick was shown as single and Jane and Edmund used the surname Driver. This time Frederick Booth was shown as

Head and Jane as Domestic Servant with all the children shown as boarders. Furthermore, there was another 11-year-old living with them, William Bischoff, also described as a boarder, he was a nephew of Jane's, born in Islington. William, who later died in WW1, named Jane as his aunt and dependent in his army records. Giving her youngest five children the middle name Booth further confirms their father was Frederick, and Jane was using the family name Driver for all the children, possibly for social acceptance. Having traced Frederick in the earlier censuses it would seem that he and Jane may have known each other in the 1880s when Frederick, a nail maker, was living with his parents and siblings in Chapel Street.

It is not until the 1921 census that we find Fred Booth Driver and Jane Ann Driver describing themselves as married.

The last certain record we have for Denby is the electoral register of 1903, where he is living in Bridge Road. Although there are death records available for a death in 1910, this is a Keighley born and well known Primitive Methodist preacher with the same name and similar birth year. A newspaper article linked to possible heirs in Elland suggests that Denby died in 1923. If this is the case then he had married again in 1904 and moved to Bradford to live with his second wife Annie. Jane Ann died in Halifax in 1933 and Frederick Booth, sometimes recorded as Frederick Booth Driver, died in 1937.

We now comment on Denby's three children before moving to the Booth Drivers.

28 • • • • • Thomas Barton Driver and Katie Gannon, P4++.

Thomas was born in 1882 and in 1901 was living with his father at number 15 Bridge Street. He was a worsted twister. In 1905 he married Katie Gannon who was born in Greetland, south east of Halifax and only two miles from Elland, which is therefore close to where Thomas' mother, Jane Ann, was living. The 1908 electoral register showed Thomas living in the same road in Elland as Fred Booth and gave Hollins Yard, Lindwell, Greetland as his qualifying property. By 1911 Thomas and Katie had a son,

John, born in West Vale, Yorkshire and a daughter, Jane, born in Eaglescliffe, Durham. Thomas' occupation was described as a Chemical Furnaceman. Thomas died in Middlesbrough in 1913 at the age of 31. Katie appears not to have remarried and to have died at the age of 59 in Wakefield, Yorkshire.

29 • • • • • Dora Driver and Henry Pickering, P4++. Dora was born in 1885 and is recorded as being baptised twice. Firstly, soon after her birth, but a second time with her newly arrived sister some three years later, both times by vicar F Knowles. At the age of 30 she married Henry Pickering in 1915. They had a son James born 1917 and it came as a shock to find that Dora died at that time, in Halifax. A couple of years later Henry remarried.

30 • • • • • Annie Elizabeth Driver and Herbert Hallos, P4++. Annie was born in 1888 and was baptised with her sister, Dora. At the age of 2 she was living with her parents in Bridge Street, Silsden. In October 1900, aged 12, Annie Elizabeth's name was recorded in a register kept by the Crossley & Sons carpet manufacturer at Dean Clough Mill in Halifax. A law had been made that required children approaching school leaving age to be examined by a doctor to ensure the child was healthy enough to be employed in a factory. She was declared fit to be employed by the Crossley company. Being over 12 at the time this was before she could be considered a 'Young Person' which was probably when she became 13. According to the register she left the company before reaching that 'Young Person' age. Her address at that time was given as 8, Earl Street and her parents are shown as Fred and Jane Ann.



In 1920, aged 31, she married Herbert Hallos, aged 27 in Elland. She had the surname Driver but her father was given as Frederick Booth Driver, a draper. Annie Elizabeth died just four years later in 1924.

Although probably not strictly part of our Driver family, Jane Ann's other children are none the less included as the Driver surname was carried forward. They are presented in italics.

31 • • • • • William Booth Driver and Mary Alice Beacock, P4++. William was born in 1892 and baptised some four years later. In 1913 he married Mary Alice Beacock in Halifax. He gave his name as William Driver, a cloth finisher and he gave his father's name as Denby Driver, a nail maker, as shown on his birth certificate. However, as explained above, we believe that his father was Frederick Booth. By 1914, when William joined the Royal Field Artillery, they had two children; Jack Barton born 1913 and Frederick born 1914. On returning from WW1, they had four more children; Mary A born 1918, Edna born 1919, William born 1922 and Frank Driver 1924. William died in 1949 and Mary Alice died in 1984, both in Halifax.

32 • • • • • John Frederick Booth Driver and Hilda B Edwards. P4++. John born in 1895, was baptised early in 1896 in Silsden along with his older brother. Father's name and occupation were not entered in either case. He served in the Seaforth Highlanders during WW1 and in 1923 married Hilda B Edwards in Halifax. At that time, he was a woollen operative and his father was entered as being Fred Driver, a woollen draper. Hilda was a milliner. One daughter Christine was recorded as having been born in Halifax in 1928. John died in the Calder Registration District (Elland is in this district) in 1967 at the age of 72 and Hilda died in 1971 in Halifax District.

33 • • • • • Jarvis Booth Driver and Dorothy R Winchup. P4++. Jarvis, born in 1898, and named after his Booth grandfather. He was a Guardsman in the Coldstream Guards from May 1916 until discharged shortly after the end of WW1, in January 1919. He was entitled to wear the Silver War Badge. Seven years later in 1926, Jarvis' marriage record shows him to be a Police Constable, age 28, living in Harrogate. He married Dorothy R Whincup, age 21, in Harrogate in April 1926. On the marriage record Jarvis' father was said to be Frederick Booth Driver, a draper, and Dorothy's father was a deceased house painter. Jarvis' witness was brother

Charles Booth Driver. Jarvis and Dorothy had three children; June Sylvia born 1927, Shirley born 1930 and Edmund Barton born 1931. Within a year of Edmund's birth Dorothy died at the age of 28. Jarvis died at the age of 59 in 1957.

34 • • • • • Charles Victor Booth Driver and Sarah Whipp, P4++. Charles was born in 1900. In 1926 he married Sarah Whipp in Halifax and the following year their first child, Barton, was born, but only lived for one year. It is interesting that this name was his grandmother's maiden name and was given to a number of her grandchildren. Charles and Sarah's second child, Doreen, followed a year later and Gerald was born in 1934. Sarah died in 1940 and Charles in June 1972, both in Elland.

35 • • • • • Edmund Booth Driver and Muriel Irene Harris, P4++. Edmund was born in 1904. In 1939, a single man, his occupation is described as cashier cotton spinning. In 1941 he married Muriel Irene Harris in West Middlesex. They were living in Halifax at the time of Edmund's death in 1965 and Muriel is thought to have remarried.

We revert now to the youngest child of Thomas and Jane.

36 • • • • • Hannah Elizabeth Driver and Julius Tillotson, P4+. Hannah Elizabeth, sixth child of Thomas and Jane, was her birth registration name in 1863, but by the time she was baptised in May 1863 her parents had changed her baptismal name to Elizabeth Hannah.

Hannah Elizabeth appears in the 1871 and 1881 censuses as Elizabeth Hannah. In 1881 she was 18 and employed as a telegraph clerk, and this would have been in Silsden's Post Office where her father was postmaster. The telegraph system was installed at Silsden probably in the mid 1870s with Hannah as telegraphist. In the 1891 census, now named Hannah E, she is still a telegraphist, aged 28. As was the case for her father, her name has not been found in the employment records at the Post Office archives. Later that same year Elizabeth Annie married Julius Tillotson a carter in Silsden. Annie was a common alternative of Hannah.

By 1901 they had three children, Elizabeth, Frank and Harry. Elizabeth Annie's mother, Jane, was living with them at 7 Elliott Street, Silsden, Thomas (snr) having died in 1891, and she probably continued to live there until her death in 1908. Their daughter Elizabeth died in 1909, at the age of 16, and on the family memorial stone it twice states her mother as being Elizabeth Annie.

The final twist in this story of the names appears to have been achieved by an efficient Registrar who, in 1937, ensured her name recorded at death accurately reflected that of her birth and recorded her as Hannah Elizabeth. Julius had died in 1932.

This brings to a close the narrative about Thomas Driver and Jane Gill (P4) and their descendants. The next sibling, after Thomas, was Sarah Driver.

37 • • • • • Sarah Driver and John Sawley, P5. Sarah, born in 1823, was John and Grace's fifth child and in the 1841 census she was 17 and unmarried, at home in 'The hamlet of Silsden'. She married John Sawley in 1847. He was another nail maker and they had two children. By the 1851 census John had become a Boatman on the Leeds and Liverpool Canal, fully opened in 1816. As mentioned earlier, Sarah's son William was staying with his uncles and aunt Margaret while Sarah and John were at home with daughter Grace, aged 8 months. Grace died in 1852 and so perhaps was a sickly child who needed a lot of attention from her mother. This may have been the reason that son William was staying with his uncles and aunt. On the other hand, it could have been a simple case of who had enough space in their house, a known reason why family members were not always where one might expect them to be.

In 1861 William was back at home, age 12, and a nail maker, with Margaret age 8, Mary Hannah age 2 and Frances 6 months. Also present was aunt Margaret Driver who was described as unmarried, a boarder, age 44 and a worsted hand loom weaver. John Sawley was not present but being a boatman, this is perhaps not surprising.

Ten years later in 1871 John, still a boatman, was at home, but wife Sarah had died in 1870 aged 47. The three daughters Margaret, Mary H and Frances were at home, two being worsted spinners and Frances, age 10, still a scholar, but son William had died in 1867 at the age of 18. Margaret Driver, Sarah's older sister who had been living with them in 1861, was now house keeper for Primitive Methodist Minister Jonathan Ayrton and his two daughters. John dies in Bradford Infirmary in 1890 aged 65 years.

Following the family to another generation we see that Margaret married Paul Clarkson and had six children and that Mary Hannah married John Townson and also had six children. We have been unable to find Frances after 1871.

Sarah's five children have the Sawley surname and are not reviewed here although they are included in the family tree.

38 • • • • • John Driver, P6. John Driver has been difficult to place. There were many John Driver births and deaths and it has been difficult to know who their parents were and even which generation they were. Only by trying to place all of them at one session has a probable solution been established. In this case, and supported by the absence of this John in the later censuses, it seems probable that he, having been born in 1827, died six years later in 1833. The first census with names was 1841. Final confirmation of his birth and death in 1833 surfaced when a photograph of a Driver family memorial stone was found.

39 • • • • • Henry Driver and Isabella Clarkson, P7, and Grace Driver, P7+. Henry was born in 1829 the seventh child of John Driver, a nail maker, and Grace Bottomley. In 1851, age 21, he was living at the family home with some of his siblings in Caleb Street. He, like his older brother William, was a musician and played in the Silsden Band. His mother, Grace, had died and his father, John, was away from home.

Nearby, at Flesher Bridge End, Isabella Clarkson, a power loom weaver, was living with her mother Grace and step father Charles Fortune and 5 siblings

and 2 step siblings. Isabella's father Robert, a nail maker, had died 7 years earlier in 1844, when Isabella was 16 years old.

The Craven Index shows a marriage of Henry Driver, nail maker of Silsden, to Isabella Clarkson on 26.4.1852 and a daughter Grace is recorded as having been born 22.5.1852 to Henry Driver, nail maker of Silsden. However, in the 1861 census the only data offered is a Henry Driver, nail maker of Silsden, born about 1830 with wife Annie Hawkins of Newark, married 1861. Their address was Oddfellows House, Becks, Silsden. Are these records all of our Henry and has there been a second marriage? It was also found that Grace had died and was buried Sept 22nd 1852 at Silsden, aged 4 months. And then new and important discoveries were made.

Britain and France were fearful of Russia's attempt at occupying parts of the Ottoman Empire which was in decline. As a precaution the militia volunteer regiments were being strengthened so that they could be sent to perform garrison duties, thus releasing regulars for engaging with the enemy. The Lancashire Militia were anxious to ensure that their band was of high quality and they sought good musicians to join the Militia Band, to which some members of the Silsden Band responded.

In 1853 the Militia asked for volunteers to serve abroad and nine members of the Silsden Brass Band volunteered, of which one was Henry.

The following year the 1st Royal Lancashire Militia were due to be despatched to the British Protectorate of the Ionian Islands when a number of wives decided they would accompany their husbands, and Isabella was one of those accepted to go 'on the strength'. A book, No Place for Ladies - The untold story of women in the Crimean War, written by Helen Rappaport tells the story of these women.

Soldier's wives had traditionally performed an important function when they accompanied their regiments on active service, taking on the essential roles of cooks, laundresses, cleaners, needlewomen and even providing

basic nursing skills, whilst others became sutlers trading in essential provisions of food and drink.

To be able to take on this role a wife had to win the ballot and be chosen to go 'on the strength'. The ratio was six married women allowed for every 100 married men. Nobody knows how many women travelled east in the spring of 1854. Somewhere between 750 and 1200. When the time came to leave Britain, an average of 30 army wives travelled on campaign with each regiment. But despite the 'on the strength' regulations, some regiments made up their own rules about how many women they took, or looked the other way when those who lost out in the ballot were smuggled on board. It may be that the rules were different for band members. So, were Henry and Isabella so much in love that they could not bear to be apart, or were conditions back in Silsden going to be so bad for Isabella that going to the Mediterranean could not be any worse. Or was the recent loss of their daughter the driving force behind this decision?

Sea travel for Isabella was not without the hazards of fire, shipwreck, and disease. Unlike their husbands, from whom the women were segregated on board, the women did not enjoy the comfort of berths, or even the regulation 14-inch-wide hammocks unless they were very lucky. They had to bed down on blankets or pallets stuffed with cow hair in the orlop, the lowest deck amidst the vile smells from the bilges below. They would spend hours locked below being sick into buckets.

On arriving at Malta, after a journey of up to 18 days on board the ships, the air of unreality continued. For the officers there was socialising, picnicking as if they were in a barrack town. This is unlikely to be the situation for Henry or Isabella. Due to the conditions many women chose to return home from Malta, but not Isabella. Some women found that staying in Malta and soliciting the thousands of troops in the streets of Valetta was an easier option. Isabella continued on and we believe travelled to at least Corfu, while some of the bandsmen went on to the other Ionian Islands and Crete. We assume that Isabella and Henry were in garrisons on these islands, but we do not know. Generally, across the

Mediterranean at this time the army men had tents and the women were left to shelter wherever they could, forced to lie down in ditches.

In various accounts we are told that Isabella died of cholera in Corfu. In 1855 Corfu experienced its worse cholera epidemic with 480 deaths. It is likely that Isabella, after a gruelling sea voyage would have been particularly vulnerable to the disease. We have no records of Isabella's death, but we assume that after she died Henry remained in the Ionian Islands until the end of the Crimea War. Zante, the third largest Ionian Island, is where Henry would have disembarked for home without Isabella. Henry returned home as a widower on the 5th and 6th June 1856.

The above related to Henry and his first wife. We now move to Henry and his second wife.

40 • • • • • Henry Driver and Annie Hawkins, P7. Henry, who had been widowed since about 1855, married Annie Hawkins in Newark, Nottinghamshire, in 1861. On return from the Crimea, Henry was one of several Silsden bandsmen who joined travelling menageries, as described in Appendix 3, and it maybe this that took him to Newark.

The 1861 census caught up with Henry and Annie at Oddfellows House, Becks, Silsden. He was working once again as a nail maker. The Leeds Times tells us that by the end of 1866 Henry was at the Royal Sovereign Inn in Kirkstall and it was reported, on the 5th January 1867, that he was successful in securing a licence for music at the Royal Sovereign.

However, in August 1868, Henry was in breach of this licence. It was reported in the Yorkshire Post and Leeds Intelligencer (30/9/1868) that Henry was charged because music was performed after the hour of eleven o'clock in the evening. The only punishment provided by the Act of Parliament for the offence was the forfeiture of the licence. But the defendant was informed that he could apply for a new licence on the following Friday. On the 3rd October 1868 the Leeds Mercury reports that Henry's licence was reinstated on 2nd October 1868.

At the time of the breach in the licence Henry was suffering from Phthisis, a pulmonary tuberculosis or wasting away of the body. He continues for another 12 months with this condition and died at the Royal Sovereign Inn on the 30th July 1869. Henry died at the age of 40 at Kirkstall but was buried in Silsden in August 1869. Annie was not present at his death, but Elizabeth Armitage of Royal Sovereign Square, Kirkstall, placed her cross on the register of his death. Annie was an executor of Henry's will together with John Hawkins of Grantham. Henry's effects were worth less than £300. We are unable to find what happens to Annie after Henry's death, but we know that John Hawkins had nieces, born in Buffalo, staying in 1871 so perhaps Annie went to the USA.

We now move to the youngest child of John and Grace.

41 • • • • • Joseph Driver and Ann Hartley, P8. Joseph, born in 1831, who was a nail maker, was found in the censuses from 1841 to 1881 and died in 1882 at the age of 51. He was born in Bury, Lancashire, baptised in Silsden, and on 19.2.1859 married Ann Hartley in Silsden although Ann was baptised in Addingham in 1835.

Ann was the eldest of ten children of George Hartley a coal dealer of Addingham and Elizabeth Watkinson of Ilkley. Ann had been a servant in the house of the Rector of Addingham in 1851 but seems to have moved to Silsden by 1859 as that was declared as her residence at the time of marriage.

Joseph and Ann had two children, Grace Elizabeth, born 11.5.1859, and George born 11.4.1861 (4 days after the 1861 census). In that census their address was shown as 'Street, Silsden' which became Chapel Street, in 1871 to be 'New Road Side' and in 1881 to be 'Bolton Road', schedule number 8. The latter two are thought to be one and the same property at the bottom of Bolton Road before that road became more developed.

Grace lived to become married and have a child, but her younger brother, George, died at the age of 7 in 1869.

Ann was shown in the 1891 census to be a widow living at 2 Elliott Street, which supports the view that Joseph died in 1882. Ann again appeared in the 1901 census at the same address and had Grace and her family living with her. Ann was caretaker at the Craven Bank, which was located at 23 Kirkgate in Silsden.

In the 1901 electoral register Ann is shown to qualify to vote for the local council, but not Parliament, on account of occupancy of 73 Keighley Road which is her 'dwelling house'. This creates a problem. The location of 73 Keighley Road is not apparent since the highest house number in Keighley Road is 59 and that is adjacent to the canal. Houses on the other side of the canal are in Kirkgate. In the 1899 and in the 1902 electoral registers that entry is not included.

Ann died at the age of 69 and was buried in Silsden in January 1905.

The Craven Bank, founded in 1791, in common with most banks at that time, issued its own bank notes. These were considered to be favoured locally because they had a picture of a cow on them. Subsequently the Craven Bank merged into the Bank of Liverpool, then into Martins Bank and finally into Barclays, which closed in Silsden in 2011. The building is currently named the Counting House and is a pub and restaurant.



42 • • • • • Grace E Driver and Broughton Dean, P8+, and Joseph Driver, P8++. Grace Elizabeth Driver, daughter of Joseph and Ann Hartley and born in 1859, was shown to be a worsted weaver in 1881, and

to have married Broughton Walton Dean in 1889 at Skipton. Broughton was a mail cart driver from Addingham at the time of marriage but became a grocer and then a confectioner's traveller, followed by a surryman (presumably a 'surrey' driver- it does not say whether it had a fringe on top) in successive censuses. They had one son Joseph Driver Dean. This was a sad case because the census records say that he was 'paralysed all but hands from childhood'. He died at the age of only 28 in 1918. His mother and father died in 1935 and 1938 respectively. The family lived with Grace's mother, Ann, in Elliott Street and after Ann died, they were in King Street.

43 • • • • • George Driver, P8+. George, Joseph and Ann's second child, was born in 1861 and died eight years later.

The foregoing summarised the families of William and his siblings, generation P. The children were of course all generation Q but are all identified as P1+, etc, for the indirect family and, in the case of William's own descendants, the direct line of this family history, by letters Q, R, S etc.

We revert again to the Driver–Earlier Generations Master Chart moving forward to generation Q and the children of William and Sarah, and reminding ourselves that we are starting again in the mid 1800s.

The Industrial Revolution had established itself but there was no letting up. Michael Faraday had learned the principles of electrical power in the 1820s and 1830s and the world's first central power generating station would be going into service in 1882.

Steamships were now commonplace although sail was still in wide use. Petrol engines had been invented but improvements were needed to make them of practical use, and the German Diesel compression cycle engine was to be invented in 1892. The modern bicycle, with cranked drive and pneumatic tyres, was launched in 1888 after nearly 70 years of developments. Europe and America were part of the headlong rush into the modern world. The world of bicycles comes to the surface in the memoirs of Cis Pilling which will shortly be explained and presented in full.

44 • • • • • John Morris Driver and Jane Weatherhead, Q1. John was born in 1856 and was the eldest child of William and Sarah. For the parents this was the start of a large family with the eighth child, Mary Anne, being born in 1872, a span of 16 years.

William and Sarah would have ensured that John had good schooling. This was before schooling became a national requirement, but schools were available in Silsden and we know that younger brother Charles went to Airedale Academy at Baildon. In the 1860s the Drake and Tonson School in Keighley, which became the Keighley Trade and Grammar School in 1871, is thought not to have taken boys from outside the parish of Keighley, but that limitation was soon dropped as we know that a number of Silsden's Driver boys attended that school. John was earning his keep as a nail maker at the time of the 1871 census when he was 14.

In 1878, when John was 22, his father, William, died. The terms of his will of 1878 bequeathed all his estate to his executors and required them to carry on his business so long as Sarah should live and for her benefit. Thereafter the estate was to be shared equally amongst his children. The executors were Sarah, William's brother Joseph and son John. Joseph died in 1882, leaving Sarah and John as owners of the business.

This is reflected in the 1891 census where Sarah is shown as a wrought nail manufacturer and John as a nail maker, but both as employers. Brothers Charles and Frederick William were employees.

By 1901 John had become a manager in a cotton and wool manufacturer, and it is possible that he was working for his brothers, Henry Ripley and Frank, although there were many such businesses in Silsden, Kildwick and Addingham. All three sons were unmarried and still living at home with their mother who appears to have been running the nail business. The electoral register of that year shows both Sarah and John with 78 Bolton Road being the voting right address.

However, this change of employment was not to last. In 1904, on the record of his marriage to Jane Weatherhead of Keighley, he is again stated

to be a nail maker which no doubt would be in the family business. After further investigation it seems as if John may have been working for both of the family companies.

John was a keen sportsman. In 1878 he was one of the founding members of the Silsden Cricket Club taking on the role of treasurer. There had been a meeting at the Mechanics' Institute to suggest the forming of a team. Roy Mason mentions John's name with three other significant players in the early years of the club.

In 1885 the Silsden Conservative Club was formed, which initially met at the Red Lion and then at the Mechanics' Institute until it had its own premises built in 1899 at the bottom of Bolton Road. John was appointed as its secretary and is said to have been one of its most active members.

By 1898 John was the President of the Silsden and District Building Society. We also have records from 1903 and 1912 that show John as a 'sydesman' at St James Parish Church. We believe that further research would reveal his close involvement with St James throughout his life.

Jane Weatherhead, the daughter of William and Harriet of Keighley, was 44 when she married John in 1904. Earlier, in 1901, Jane and her older sister Elizabeth were 'living on their own means' together in one of the properties of the Hall at The Grange, Kildwick. Jane was four years younger than John and they did not have any children. After marrying they set up home at the Grange Hall, Kildwick. The 1911 census shows they had Jane's sister, Elizabeth Weatherhead, living with them and as both the 1901 and



1911 properties are next to Croft House, at The Grange, Kildwick, we assume that John moved in with Jane and Elizabeth after the wedding.

It is interesting that the 1910 Silsden Taxation Ledger shows John to be the owner of four houses in Highfield Lane alongside the William Driver & Sons smithy. The ledger also showed his sister-in-law Elizabeth Weatherhead, who was living with John and Jane, to be the owner of numbers 1, 3, 5 and 7 Cragg View. This ledger reveals that a large number of properties in and around Silsden were owned and let by those who had prospered in businesses in the area. Quite frequently the properties were a terrace of houses indicating that they had sponsored their build. There is little doubt that Lord Hothfield was still the largest property owner but he would have been selling land over the recent years.



When John was 50, in 1906, he probably became aware that his mother had just written her will and that, while leaving her estate equally amongst her children, she had left John's share to his wife of two years. While this might lead to a suspicion that this was a sign of some strained relationship, it may be that it was because John would become the sole executor of the estate of her late husband, William, which would not be wound up until she had died. Whatever the reason, she wrote a codicil the following year replacing Jane's name with that of John. John was not one of her executors.

Sarah died in 1908 and John, being the only surviving Executor of his father's will, now had the remaining task of administration. This involved sharing the estate amongst the children. William's estate was primarily that of the nail making business and this was changed into a private limited company initially subscribed by Henry R and Frank.

The 1911 census confirms John's resumption as a wrought nail manufacturer for boots and shoes. John was of course now the senior member of the family.

Somewhere between 1915 and 1918 John, Jane and Elizabeth left the Grange Hall in Kildwick and took up residence in Hawber House, Swartha Lane in Silsden. This is the address on his will and, in making this move, he had become a tenant of his brother Frank and his rent is shown in Frank's Ledger for 1921, 22 and 23.

In 1930 John and Jane were both shown in the Silsden electoral register (ER) their place of abode being Swartha but John was also listed against 39 Keighley Road, as was the case in the 1920 electoral register. The 1927 Kelly's Directory gives this address as that for Driver William & Sons Ltd, Nail Manufacturer, and says, 'Nail making is carried on here (*in Silsden in 1927*)'. Some years later the other family firm, Driver Brothers, was using number 39 and the ground immediately behind 39 and 41 with an entrance in Sykes Lane as an extension of their weaving premises.

In this same directory John was shown as the Hon. Secretary of the Silsden Conservative Club, of which he had been a founding member. John and Jane continued to live at Hawber House in Swartha for the remainder of their lives.

John Morris' will was written in 1928 and he appointed his wife, Jane, nephew Norman Driver and friend Stanley Laycock as his trustees and executors. Jane was the initial beneficiary, with, after her death, legacies to each of his nephews and nieces who were the children of Henry and Frank, and the remainder shared equally between his brothers Charles, Frederick and Hugh and his sister Mary Anne. Henry and Frank were not included, no doubt by agreement, as Henry and Frank were already wealthy and their children benefitted by legacies as mentioned above. There was one unusual feature and that is that younger brother Hugh's share was to be managed by the trustees. No reason for this is provided but it brings to mind his mother's will where Frederick William

received special considerations. In Hugh's case it was perhaps because he was unmarried and did not have any children.

In 1932 the grant of probate for Frederick William Weatherhead shows he, the youngest brother of Elizabeth and Jane, had also been living at Hawber House. Probate was granted to Elizabeth and Jane so confirming they were still alive.

John died in January 1933 and Jane in November 1935. Probate for Jane was granted to Muriel Weatherhead, spinster, the daughter of Jane's older brother James Weatherhead of Keighley who was living on Oakworth Road. Also found was spinster Elizabeth Weatherhead of 176 Skipton Road, Keighley, whose probate was also granted to Muriel in January 1936 and this took us to finding Elizabeth's death.

The notice of John's death in The Yorkshire Post and Leeds Intelligencer 23/1/1933, stated that he was a Director of William Driver & Sons Ltd iron, steel and leather merchants and a prominent local sportsman and Conservative, and also noted that he was a former member of the Urban Council.

After John had died Jane made a gift to St James Church of bound copies of the Parish Magazine in his memory. These are now in the Bradford Local Archives.

John Morris was generation Q and we now address in turn each of his seven siblings.

45 • • • • • Benjamin Driver, Q2. Benjamin's life lasted only 3 weeks. He was born in early December 1857 and died later the same month. It was nearly three years before William and Sarah's next child was born. Benjamin is named on the memorial stone of John and Grace Driver 07, his grandparents.

Note that the next sibling is the direct line.

46 • • • • • Charles Driver and Florence Weatherhead, Q3.

Charles was born in November 1860. He was the third child and the third of seven consecutive boys to be born, one of whom died very young and another remained unmarried. He had one sister, she being the last sibling, born in 1872. In 1871 William, Sarah and the family were living in New Road Side (Bolton Road) five houses north of the Silsden Beck.

In August 1872 the Keighley News produced an article on schooling and on the School of Science and Art in Keighley. In 1871 a new school building had been opened at a cost of £15,000. There was very little money in the building fund due 'to the monetary crisis and dullness of trade' and it would be several years before the debt was paid off. According to the article this was the school's first year.

At the end of August 1872, when Charles was 11 years old, the Keighley News reported that a Charles Driver was in the Second Class of the School of Science and Art in Keighley. Under the category 'Class Prizes for the work of the year' Charles Driver was awarded first prize in his class and received ten shillings worth of books and mathematical equipment.

Initially we were unable to discover which of two Charles Drivers this scholar was. The other Charles was resident in Keighley and was two years older than our Charles. By examining the age of other prize winners in both classes we are confident that it was our Charles who was top of his form. He evidently merited his move to a private boarding school at Baildon.

The Keighley school was housed in the Keighley Mechanics' Institute. In the rest of Europe at this time adult technical education was supporting industrialisation. This was believed to be a threat to Britain's manufacturing. Various reports encouraged the government to take notice and the 1870 Education Act came about. The Mechanics' Institutes were ideally situated to respond to these needs, as they were already offering Science and Art Departments and Society of Arts examinations to adults. These institutions were able to offer school age education where local boards were yet to be established.

There are some reports of overcrowding in the classes at this time. In order to fulfil Charles' potential his parents, William and Sarah, moved him to Airedale Academy. By 1873 we know Charles, at the age of 13, was boarding at that academy. This was revealed because he wrote a Christmas letter from school to his parents dated 24th December 1873, reproduced in Appendix 6. Evidently there was no Christmas Holiday. In it Charles mentions a number of the subjects he is studying. The list does not mention chemistry or languages, other than English Grammar, but it does mention natural philosophy which is likely to embrace mechanics, as it is known today.

Attempts were made to locate Airedale Academy but for over a year these were unsuccessful. Records seemed to tell us that the academy changed its name from Airedale Academy to Airedale Independent College in 1826 that is 47 years prior to the letter. Then a line in a book about Salt School entitled, A century of Model Village Schooling, by John Waddington Feather, told us 'There was a school called The Airedale Academy run by a Mr. Robert Bradley on the Baildon side of Baildon Bridge'. The final satisfaction came in recalling that the postscript in Charles' letter said 'Mr Bradley's respectful compliments to you.' Baildon is to the north of Bradford. Thirteen miles to the south east of Silsden on the eastern side of Rumbolds Moor.

Airedale Academy appears to have been a private school and Robert Bradley was the school master there from at least 1861 to his death, aged 59, in October 1883. We cannot find any notices about the school for the time that Charles attended. However, the local newspaper in 1886 advertised the school for commercial pursuits stating that the school was founded in 1847.

John, Charles' older brother, was a nail maker by the age of 14 so it is likely that Charles would have left school and been working by about 1875. In 1878, five years after the letter was written, their father, William, died. At that time Charles was one month away from his 18th birthday.

During the time Charles was at school Florence Weatherhead was living in Main Street (Kirkgate) with her family. This was two doors away from Charles' uncle and aunt, Postmaster Thomas and Jane Driver P4. Florence was the fifth child of Charles Weatherhead and Esther Summerscales. She was born in October 1861 in Silsden and was one of eight children, with number seven being the only boy. In the 1871 census she was 9 years old and a scholar. By 1881, aged 19, Florence was still living with her family. Florence and her older sister, Elizabeth, worked as Domestic General Servants, while their older sisters, Ann and Fanny were music teachers, with Ann playing the organ at chapel. Research at Englesea Brook Chapel and Museum suggests that it is very likely that Florence, like many other women, would have enjoyed a role within the church during her teenage years. Indeed, she was found in 1882 as a PM Sunday School infant class teacher.



We know that Charles, a musician, a vocalist and a sportsman, had known his future wife, Florence Weatherhead, for at least nine years before they married in 1888. Silsden was a small town, with plenty of opportunities for the young to socialise. One such opportunity would have been in 1875 when the village's first performance of Handel's Messiah was given in the Wesleyan Church. Then in 1879 we find them performing at the Cricket Club concert when Florence sang 'The Queen of the Seas' and Charles sang 'Nancy Lee' and 'The Flying Dutchman'. Details of this are contained in Appendix 3. We believe that in 1880 Charles played cricket for Keighley and that three years later he played in Silsden's first rugby team along with his brother Frederick and Florence's brother William Weatherhead.

In 1881 Charles, now 20, was working as a nail maker living in Bolton Road with his mother and all his brothers and sister. Brothers John and Frederick

were nail makers, but younger brother, 16-year-old Henry, had become a woollen weaver and Frank 13, Hugh 11 and Mary Anne 8 were at school.



In February 1884, once again we find Charles and Florence performing alongside each other. This time at the Silsden Brass Band annual dinner. Florence sang, 'The Better Land' and Charles, 'The Blacksmith's Song' accompanied at the harmonium by one of the Weatherhead girls.

On the 17th September 1888 Charles and Florence were married. The witnesses to their marriage were, for Charles, his brother John Morris and William Weatherhead, his new brother-in-law, football team companion and musician. For Florence, witnesses were her sister Margaret Weatherhead and Mary Anne Driver, her new sister-in-law, thus providing an indication of how the couple considered their marriage being a combining of families.

The first home of Charles and Florence, as shown by the 1891 census, was 34 Bolton Road, just six houses away from the Driver family home. In 1901 they were at 42 Bolton Road, then we find they were at 34 Bolton Road in 1911, which is now 18 houses away from the family house called Banklands. This suggests this was a renumbering rather than a house move.

This was a period when Bolton Road was being developed. Some of the old houses were being demolished and others renovated and many new ones were being constructed, not individually but in blocks of terraces. In addition, the land behind the south east side of Bolton Road and east of

Silsden Beck was being made into a sports and recreation area and a new entrance to that facility was created from Bolton Road. Additionally, the lower end of Bolton Road, below the Beck, was also undergoing change. The only features that were not moved were the Beck itself, a few access tracks that became roads and a couple of early properties now known as Croft House Farm and number 76 Bolton Road. These together with The Kings Arms make anchor points when researching.

Charles and Florence started their family in 1889 with the birth of a son. Although born in July William Weatherhead Driver, was baptised on the Sunday nearest to Charles and Florence's first wedding anniversary. Sadly, their son only lived for six months, dying in January 1890 from convulsions. Their second son, Arthur, was born in 1890 and, when Arthur was 7 months old, he and his parents were shown in the 1891 census to be living at 34 Bolton Road, next door to Charles' Aunt Mary, the widow of Sam Driver.

Children, Sarah, Morris, Charles William and Frank Littledale were to follow at two year intervals during the next ten years with Charles W living for only three years. There is record about Charles William, known as Willie in the Elliott School Log book, Appendix 17, 'June 20th 1899 Willie Driver a scholar of 3 years of age in the baby class who has not been absent during the current year died suddenly of croup. The Teachers & scholars, as is the custom, are sending a floral offering'. On the death certificate the father, Charles, is described as a Master Nail maker.

We know that the family also had at least one collie dog as in 1899 Charles won a prize at the Heywood Dog Show with his collie.

The family was complete by the time of the 1911 census with Florence Elizabeth having been born in 1904 and Herbert in 1908. Herbert was only to live for two years, dying from bronchitis and laryngitis exhaustion. Arthur, aged 20, was a textile designer, Sarah, 18, was a music teacher, Morris, 16, an apprentice gas engineer and the youngest two; Frank Littledale, 12 and Florence Elizabeth, 6, were at school. With Charles' mother Sarah having died in 1908, Charles was now shown as a nail

manufacturer and employer rather than worker. Music would have filled the house since all the children played instruments.

Neither Charles nor Florence appeared to take on significant roles within St James Church. We have found one reference in the 1912 Parish Magazine to Florence being on the tea rota and of Charles Driver in 1924 being a tray giver i.e., church collection. We also know that at least one of their sons, Frank Littledale, regularly attended Silsden's Primitive Methodist Sunday School. Yet their children, as young adults, were named as Associates in various Parish Magazines. Similarly, there was a Grand Bazaar held in December 1910 to raise money for the sports clubs of Silsden. Charles was named in the programme because he was a player in one of the sports teams, Rugby Football. The programme includes other family members helping at the event, but not Charles or Florence. The event took place just six months after their son, Herbert, had died and their daughter, Florence Elizabeth, would have been 6 years old.

In 1911 Charles and Florence were just entering their fifties, but much was to change for them and their children with the outbreak of WW1 in 1914. A story passed down through the family is that Sarah, always known as Sally within the family, was engaged and that her fiancée died in the war, but we do not know his name. Arthur entered the army in 1914 and Morris and Frank joined other regiments a few years later. We wonder whether the photograph taken of the whole family in late March, early April of 1916 with all three boys in uniform, was taken due to the uncertainty of war. See additional photographs.

After the war Arthur returned to his uncle's North Street Mills, Morris resumed his career in the gas production industry and Frank Littledale rejoined the family nail making business. In 1920 the electoral register shows that Charles and Florence had moved from 34 Bolton Road to 101 Bolton Road, known as Nab View. They were to stay there for fourteen years.

101 Bolton Road had previously been occupied by Henry Price and his family. Henry Price had opened a tailor's shop in Silsden. He then opened a shop in Leeds selling men's suits for 50 shillings. Ultimately, 'the fifty-shilling tailor' had about 400 shops and was created a baronet, dying in 1963.

Charles and Florence's children, Arthur and Frank L, were living with their parents at this time. We know that their daughter Sarah continued to live with them, she is not shown in the 1920 electoral register because only women who were ratepayers were recorded at this time. Although the business was changing and the nails they made were now primarily for the boot and shoe industry, even as late as 1926 when Frank married Mina Wall, both Charles, who was 66, and Frank L, 28, described themselves as nail manufacturers. When Morris married two years later Charles was again described as a nail manufacturer.

From photographs and newspaper articles we know that Charles would spend recreational time after WW1 with his brothers and other men of the town. As well as the Driver brothers' support of the Silsden Cricket Club they were also to be seen shooting on the moor at Black Pots above Silsden. In 1929 they bagged 133 brace of grouse from one day's shooting on Mrs Frank Driver's shoot. That year Frank was evidently not able to be with the shooting party and, although Henry was participating, it was Mrs Frank who was the host.

In 1934 the electoral register showed that Charles, Florence and Sarah had moved from Nab View to 54 Skipton Road West, and their son, Frank Littledale, with his wife and daughter had moved into Nab View on Bolton Road.

Few specific memories have been passed down to us about Charles and Florence despite many of generation S knowing their grandparents. Perhaps because they lived just a few streets away visiting grandparents was just a usual occurrence. There are many photographs of Charles and Florence with their grandchildren, often in the outdoors enjoying the

countryside. We have a lovely series of photographs of three generations of the family together, most probably celebrating the Golden Wedding anniversary in 1938 at 54 Skipton Road. The series of pictures clearly show how their oldest grandson, Tom, was enjoying taking some of the pictures, while Florence looked as if she was getting tired of the need to stand for the camera one more time.

Florence lived to the age of 77 dying in August 1939 a few days before the declaration of WW2. Charles and Sarah continued to live at 54 Skipton Road but in July 1942 Charles died. He was 82. Whether the visit by Betty Ronald and David had been prearranged is unknown but they came to stay for a while at number 54, thus giving Sarah company and help at that difficult time. It was also to give Betty help as she was soon to give birth to her son Ian. That happened on 12th August.

Under the terms of Charles' will, Sarah was given the right to live at 54 for the rest of her life or until she married. She died in 1945 aged only 53.

The following analysis of Charles' will of 1942 shows: -

The balance carried forward for division was then followed by a statement of asset share to each of the five beneficiaries. Each beneficiary received ordinary shares in Courtauld Limited. Sarah Driver, Frank L Driver and Florence Elizabeth Driver received shares in The Park Lane Hotel Limited. Frank L Driver received 490 shares in Wm Driver & Sons Ltd. Arthur Driver received Vesting Assent in 52 and 39 Kirkgate Silsden, properties inherited from Fanny Weatherhead and his own mother, two of the Weatherhead generation Q sisters. Finally, each sibling received a balance due.

Charles and Florence therefore lived through the Crimean War, Boer Wars, WW1 and, Charles saw the first few years of WW2. But they also saw and would have remembered the introduction of electricity, photography and cinemas, broadcasting, telephones, motor vehicles and aeroplanes. In addition, they saw the spread of education, the availability of universities and universal suffrage. What a remarkable period of change.

47 • • • • • Frederick William Driver and Alice Clark, Q4.

Frederick, the fourth child of William Driver and Sarah Morris, was born in 1862. Nothing is known about his schooling but it can be assumed that in keeping with his siblings he was at school until he was 13, 14 or even 15 when he became a nail maker. The 1881 census shows him to be so at the age of 18. His father had died in 1878 and his mother was running the William Driver nail making business.

Frederick was still living at home in Bolton Road in 1891, but in 1901 he was a boarder at 14 St Michaels Road, Bradford, Yorkshire. He described himself as a Nail Maker & employer, single aged 38. Strangely he is the first person mentioned in that household with Mary Whitehead, widow, head, age 35, mentioned secondly, followed by her four children aged between 17 and 6. No reason for being a boarder in Bradford has been discovered.



In 1906 Sarah wrote her will and made special arrangements relating to Frederick's inheritance and it would seem that Frederick had a 'wild streak' that caused his mother some concern. She died in 1908.

Sarah had left her personal effects to her daughter and the rest of her estate equally amongst her children. But she had put Frederick's portion in trust for him, managed by her executors. This was done in her 1906 will when she was 74 and Frederick was 44. It includes the words '.... lest he become bankrupt....' Sarah had arranged for Frederick not to inherit his share of her wealthy estate but for her executors to hold the benefits and distribute income to Frederick. She was protecting her legacy and the executors were to protect the interest of any children he might have.

Although Sarah wrote a codicil relating to a change in the legacy for John Morris, she made no change to the legacy for Frederick William.

On disclosing to grandson Michael, Q4++, that the will of Frederick's mother contained a bit of a surprise, Michael smiled.

A while later in his contributions to this family history Michael wrote



'...there was an infamous letter that we were informed about whereby Fred was 'black listed' by the rest of the family. Cordial but distant would be a fair way of putting it. As I personally never met Grandad Fred Driver, I cannot say definitively of his character traits. However, when recalling comments made by those who knew him well, i.e., Granny Driver (Alice), my mother Polly and other friends, I can recall no evidence whatsoever of either gambling or adultery. I can recall a liking of beer and a fondness for playing rugby in fact he was a pillar of the local rugby

club at Silsden and Addingham (a lethal combination!). The main occupation of those appears to have been sport on the afternoon and drinking and fighting in the evening. He was a man also of strong opinions which were not always popular, hence lies the probable reason for his estrangement from the strait-laced Driver family and their family's attitude to him.'

In May 1910 Frederick married Alice Clark who was almost 18 years his junior, being 30 when she married.

Alice was the eldest child of Thomas Rhodes Clark and Emily Clarkson and was born in 1880. She grew up with six brothers and three sisters, all of whom lived to adulthood. Her father, Thomas, was a joiner living at 53

Keighley Road in 1891. Alice, although only eleven, was employed as a spinner. Ten years later in 1901 the Clark family were living at 52 St John Street with Thomas now a farmer. Alice was a cotton warp twister. Thomas and Emily's youngest and tenth child, Milly, was born later that year.

Michael continued, 'Alice spent many of her early years helping her mother and father on the farm at Silsden. This was in the then centre of the village of Silsden. When the farm was sold, she took employment as a nanny for a well to do family. I am uncertain as to how she met Fred.'

Then in the 1911 census Fred and Alice were living with their six-month-old baby daughter Mary Annie at number 1 Cragg View, just behind the east side of Bolton Road. The property owned by John Morris' sister-in-law and later by his younger brother Frank Driver.

In the next three years they had two more children, William and Jack. Frederick worked for the family firm all of his working life and, while this was primarily nail making, the business was changing and three years after his death, at the marriage of his daughter in 1935, the deceased father was stated to have been a leather merchant. He was also very much involved with sporting activities.

Alice likewise enjoyed sport. She was a member of the Silsden Ladies Cricket Club and also played tennis. Michael continues by saying that she was a woman who had an extremely hard life and that included nursing Fred, who had prostate problems, all that at the time when there were no washing machines. He wrote she '... had great strength of character and a wonderful sense of humour. This I am sure, helped her tremendously with the burdens she had to carry. She was loved by everyone that knew her.' His memories of Alice are explained: 'I spent a lot of time with *(her)* when I was a little boy, the reason for this was due to my mother's voluntary work and other things which meant she was always busy, my granny consequently was trusted with keeping an eye on me. She had a love of music, as far as I am aware she couldn't play any instruments, but she had a lovely clear and melodic singing voice and an encyclopaedic memory. She

used to tell me about what happened in Silsden and the characters going back to the days of the 'Bradford Pals' and the 'Church Army', the history was quite fascinating.' Referring to a spaniel that accompanies Alice in several photos he says 'She was called 'Judy' and was originally my mother's dog but as was the way with my mother, Granny Alice ultimately ended up with Judy.'

The following report in the Craven Herald on 4th November 1932 sums up Fred's sporting career and his popularity.

A DOYEN OF SILSDEN SPORTSMEN.

Death of Mr F.W. Driver

Mr Frederick William Driver, a well-known Silsden resident, passed away at his home, 1 Cragg View, Banklands, Silsden, on Saturday. *(31st Oct 1932)*

Seventy years of age, Mr Driver as a young man took a great interest in Rugby football in the town. He was a member of the first Silsden football team, which, in December 1883, visited Addingham to play their opening game. They were soundly beaten by the Wharfedalers.

In those early days, nearly half a century ago, Silsden played at Daisy Hill, and in 1885 the club found new quarters in a field in Skipton Road, known as "Wyveries." It was about this time that the memorable match between Silsden and Skipton was played at Bradley, which has often been described as the most important event in the history of the Silsden Rugby Club. In 1888 the Silsden Club removed their quarters to Keighley Road and played there until 1900, when the Club was disbanded owing to the introduction of professionalism into the district.

Mr Driver was associated with the Club as a playing member for most of the time, and in the season 1889-90 was a member of the team that won the Keighley Charity Cup the first time it was competed for. A player of fine physique, he was a forward of the robust type, powerful in scrummages and line-outs, as well as a deadly tackler. Utter fearlessness was a characteristic of his playing career. He was one of a family of six brothers,

five of whom have played their part in furthering the interest of local sport. Mr Frank Driver, Mr J.M. Driver, Mr C. Driver and the late Mr H.R. Driver have all taken a keen and active interest in both cricket and football in Silsden.

The funeral took place in Silsden on Tuesday afternoon, the vicar (Rev. E. E. Peters) conducting a service at the Parish Church, and also performing the last rites in the old cemetery.

The Herald goes on to name all the family who were present, then the football club members who were playing at the same time as Fred, then the Conservative and Martin Bank representatives and finally Fred's personal friends.

Fred appears not to have made a will and has not been found in the National Probate Index. This is perhaps a result of his finances other than his earnings from the family business being in the hands of Sarah's executors making probate unnecessary.

Fred died in 1932 and, as demonstrated, Alice had a busy life living for another 30 years, dying at the age of 82.

48 • • • • • Henry Ripley Driver and Mary Green, Q5. Henry Ripley, the fifth child of William Driver and Sarah Morris, was born in 1864. He was born two years after Frederick and little doubt, as with his brothers, he went to Keighley Trade and Grammar School. The inclusion of the word trade in the name of the school reflects the special attention the school paid at that time to training their pupils in the weaving trade.

Henry started work around the age of 14, about the time his father died in 1878. Henry, sometimes referred to as Harry, chose not to follow the family business of nail making. The 1881 census tells us that, at the age of 16, he was employed as a woollen weaver, living with his mother and all his brothers and sister in Bolton Road. Ten years later, in 1891, we see that he was an overlooker in the cotton trade. However, in the 1901 census he is shown to be an employer and manufacturer of dress goods. This is the time

when his older brother, John Morris, who had spent most of his working life as a nail maker, was now a manager for a worsted manufacturer of cotton and wool, and also when his younger brother, Frank, was an employer in a cotton and wool dress goods business.

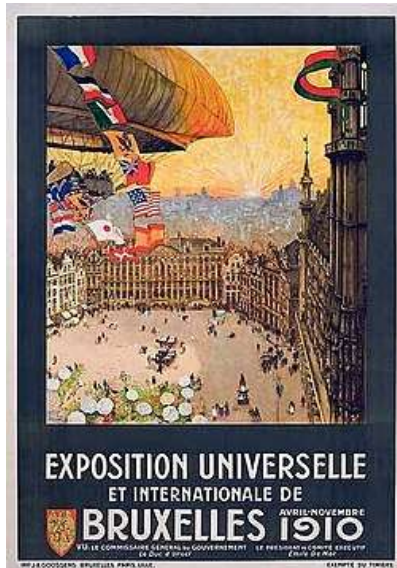
Henry and Frank had been employed by Jeremiah Walton working in Airedale Shed, a large mill building in the centre of Silsden, located behind the Red Lion and Town Hall. Then they decided to set up on their own and rented space in the Airedale Shed. In 1898, in order to expand, they rented 'Room and Power' in the North Street Mills from Mr Boyes, in what had once been the Primitive Methodist Chapel. Henry focussed on the manufacture and technology and over a few years introduced various improvements. These ideas he successfully protected by patents. One particular challenge was to develop a technique for weaving the slippery artificial silk that Courtauld were developing.

In the 1901 census and in the 1902 electoral register Harry and Frank are shown to be at home with their mother, Sarah, and siblings, John Morris and Mary A, all at 78 Bolton Road.

In 1902 Henry married Mary Green. She was the daughter of William Green, who had died the previous year, and Betty. They had been living in Queen Street, Silsden. Mary was seven years younger than Henry. In 1901 Mary was employed as a weaver of worsted fancy goods and this was at Drivers' mill.

Henry and Mary set up home in North Street and this was where Marjorie, their first child, was born in 1902. Driver Brothers were to become owners of many cottages and a few houses in the vicinity of their mill in the early 1900s and it was presumably one of these that became their home. However, the 1904 electoral register showed Henry to be living in Bolton Road Terrace, later better defined as being 3 Bolton Terrace.

In 1909 daughter Phyllis was born and this was a period when Henry and Frank were becoming recognised as leading the field in the weaving of materials containing the new artificial silk. Their business excelled and in 1910 they were chosen by Bradford Chamber of Commerce to represent the local industry at the Brussels Exhibition. This honour was repeated the following year for an exhibition in Milan. In August of that year Henry and Mary's third child, Mary, was born. She only lived for 9 months, dying in May 1912, and so will not have her own narrative.



More about Henry and Frank's work is reported in Frank's narrative and in Appendix 8. An article in the Gentleman's Magazine contained in that appendix goes into some detail as to how success and recognition was quickly achieved in the first decade of the 1900s. Both Henry and Frank were also Directors of the William Driver & Sons business.

It is interesting to note that, as with Charles and Florence's marriage fourteen years earlier, this marriage of Henry and Mary connected the Driver family to Primitive Methodists.



Mary's father, William Green, used to be organ blower at the Primitive Methodist chapel, and her uncle, Thomas Green, was choir master and Sunday school teacher. An organ blower would have been the person who steadily worked a wooden arm up and down which was attached to large bellows that pumped air into an air reservoir of the musical organ. These were still quite common in small village churches as late as the 1940s. In 1948 a friend and I had a cycling holiday in Surrey and Sussex. He had won an organ scholarship to Cambridge and in a number of small villages he would play the organ while I

was the organ blower.

So, at this difficult time, with the death of his third daughter in 1912, Henry, aged 48, was at perhaps the height of his working career, being chosen for those international exhibitions. He was beginning to think of retiring from playing cricket which he is said to have played for some 30 years, and in 1914 he retired from the Driver Brothers business, presumably selling his interest to his brother Frank. They had clearly built up a significant company with 350 looms and 230 staff. It is thought that Henry's health featured in this decision. Frank continued the business for another twenty years. They both continued to be Directors of William Driver & Sons.

Henry participated in the annual shoot at Blackpots. The Mill ledger for 1922, which includes Frank's personal expenses and those of the family, shows Henry bearing half the costs of cartridges, whisky, beer and food. In some cases, one sixth of costs were set against Henry.

At some point during WW1 between 1916 and 1918 Henry, Mary and their two girls moved to 84 Bolton Road. It is disappointing that little information

relating to their later life has been found. However, we understand that Henry was a keen golfer and would leave the house as if going to work, but to play golf. He was a very good player and sometimes would play at Moor Allerton Golf course in Leeds with Percy Alliss who was one of the leading British professional golfers in the 1920s and 1930s. Percy was the father of Peter Alliss of more recent golfing renown.

We also have a photograph of a silver spoon which Henry won at the age of 52 as a prize for shooting. This spoon has a handle with a woodland scene and a prone figure shooting a rifle. On the back of the bowl is engraved 'Won by H R Driver Feb 1916'. This spoon became Henry's great grandson's, Rupert's, christening spoon given by his grandparents with a message 'Congratulations & Best Wishes for a Bright future. R.& P.T.' (Ralph & Phyllis Townson).



Marjorie, Henry and Mary's daughter married in Silsden in 1926. Henry's occupation at the time described as gentleman. Over the following five years Henry and Mary would have met their first two grandchildren.

Henry died at the age of 68 and his will shows he was wealthy, being able to make significant legacies to his children. There is a suggestion that he was successful in his investments as his probate records indicate his estate was valued at £192,876 in 1932.

Following Henry's death in 1932 Mary continued to live at 84 Bolton Road. It was from here that Phyllis was married two years later. The Yorkshire Post describes how Mary gave her daughter away. It is lovely to imagine the two women walking down the aisle together, with Mary's granddaughters and nieces, Frank Driver's daughters, following on as

bridesmaids. Phyllis was Brown Owl for the local Brownies and so there was a guard of honour formed of Brownies and Girl Guides outside the church. Mary was most likely to be living on her own after 1934 and we know that at the time of the 1939 register she was living at 84 Bolton Road with a housekeeper, Frances Uttley.

Ten years later, 1949, at the time of her death Mary was with Phyllis and her husband Ralph in Baildon. Mary died aged 78. Therefore, unlike Henry, Mary lived to know all of her grandchildren.

49 • • • • • Frank Driver and Elizabeth (Cis) Pilling, Q6. Frank was William and Sarah's sixth child. He was born in 1868 when his parents probably lived in New Road Side, (later called Bolton Road), Silsden. When he was ten his father died and, three years later, the 1881 census showed Frank to be a scholar and living with his mother and siblings in Bolton Road.

Frank attended Keighley Trade and Grammar School leaving about the age of 15 probably in 1884. The special attention that the school paid at the time to training their pupils in the weaving trade perhaps stirred Frank's interest.

Frank had decided against working in the family nail manufacturing business and, following in the steps of his brother Henry Ripley, he set himself the task of learning the weaving business. Henry was three years older and was already working for the weaving business of Jeremiah Walton in the Airedale Shed. Ten years on and Frank had become a manager and salesman in the cotton trade.

Subsequently, Frank and Henry, both working for Jeremiah Walton, are recorded to have ceased that employment and started working for themselves, in 1897, having hired machines and power in the Airedale Shed. They must have grown their new business and in 1898 they moved to a small established mill in what used to be the Primitive Methodist Chapel. The road beyond the mill was called North Street and they called their mill North Street Mills. Here they hired 'Room and Power' from James

Boyes who had converted the old Primitive Methodist Chapel into a weaving facility.

The 1901 census showed Frank and Henry, both unmarried, to be living with their mother, oldest brother John M and youngest sister Mary A all at 78 Bolton Road. Frederick W and Hugh were away from home, and Charles was married with four children living at 42 Bolton Road.

Frank, the businessman, and Henry, the technical specialist, developed their business introducing new fabrics using Courtaulds' newly developed artificial silk, and their business was chosen by the Bradford Chamber of Commerce to represent the region at the Brussels International Exhibition in 1910, and again in 1911 at a similar exhibition in Milan. They also featured in an article in Gentleman's Magazine in 1910 which is reproduced in full in Appendix 8.

In 1900 Frank, now 32, had become a Freemason at Skipton's Craven Lodge. He would have been aware of the Freemasons because his father had been a Mason for a number of years at Todmorden and then Keighley. Frank was elected as Master of Craven Lodge in 1912 and from then on was to become a respected and much honoured Freemason, both locally and nationally. The detail of his extensive work for the Order of Freemasons is given in Appendix 9.

Frank participated in various sporting activities with cricket perhaps being his greatest interest. More will be said about these interests shortly, but we also know that he attended the Skipton Tennis Club dance because the memoirs of Elizabeth Pilling mention that he was flirting with Billie Carr



on that occasion. Frank may have been impressed by the manner in which Elizabeth managed her dinner dance partner because it appears that within the year, he had asked Elizabeth to be his wife. We also know from her memoirs that Frank had to wait for an answer, and they were betrothed probably in 1903 and married in April 1904.

Elizabeth Pilling, born in 1878, was the seventh child of John Pilling and Elizabeth Preston, both born in Trawden but living at Colne in Lancashire. Trawden is a village a couple of miles south east of Colne. John Pilling was



a manufacturer of weaving looms, a family business started by his father. Belonging to the family there is a snuff box engraved with a picture of one of John Pilling's weaving looms. In the 1881 census it shows the Pilling family living at 92 Albert Street in Colne. John, the father, was an iron and brass founder employing 93 men and 21 boys. Elizabeth was 3. In 1891 three of the family were at 85 Albert Street in Colne but Elizabeth and her father were not present, probably because they were away from home while her father, John, was convalescing.

His daughter Elizabeth was known throughout her life as Cis or Cissie and we know a lot about her early life because, at about the age of 70, she wrote her memoirs. These covered the period of her life from an age of about 4 until 26, when she married Frank Driver, with just a few items from her married life. These memoirs provide a remarkable insight into the family's and her own life. How she was affected by what was probably emphysema until about the age of 19. Her difficult upbringing, with her mother dying when she was 6 and her father dying when she was 16. Her fascinating memoirs are reproduced in Appendix 10.

In these memoirs Elizabeth (Cis) tells that life was rather dull after her cycling tours and after her sister, Margaret, had married in 1897. We then see that Cis was taken as a companion on a tour of the south of France, Italy and Switzerland commencing in January 1901 and was away for many months. This explains why she does not appear in the 1901 census. She returned home probably in the autumn of 1901. She also wrote, 'I kept up a correspondence with Daisy (*a girl she had met in Nice*) and then I decided to go out to Germany and join them. I certainly had got the wander lust by then and I don't think I have ever lost the feeling. So, the next spring I went to Karlsruhe and I stayed there three or four months.' She then went to Baden for six weeks before going to Antwerp and going on a group cycling tour to Luxemburg and back. She then returned to England.

Cis probably returned in August or September 1902. She goes on to say 'I suppose I had better begin with when I returned home from Germany in 1902 and Frank Driver came into my life more persistently than ever. He was very patient and faithful, and waited and waited like Jacob seven years until I had made up my mind.' Unlike Jacob's long wait, Frank probably waited about a year. When they were married in April 1904 Elizabeth was 26 and Frank 36.

In order to try and throw light on why she was married in Hull her marriage certificate was examined in the hope of finding her address, but this only mentions the Parish of St Mary's in Lowgate, Hull. However, her brother Sydney was a witness and 'gave her away' as both of their parents had died many years earlier. The second witness was Margaret Blakey, and this raised a question as to which Margaret Blakey this might have been. Interestingly the ceremony was performed by John Berry who was the vicar of Silsden.

The question as to why the marriage was in Hull was resolved when a couple of newspaper reports of the marriage were found. Cis' eldest sister Emily, thirteen years older than Cis, had married Dr John B Close in 1891 and they, with their children, were living in Hull. Their 11-year-old daughter, Dorothy, was Cis' bridesmaid. The 1901 census also resolved the

Margaret Blakey puzzle, showing that she was John Close's sister-in-law, in other words Cis' older sister Margaret. And then I re-read Cis' memoirs and understood the detail she had related about her siblings and Hull.

These details were very satisfying. Cis was the youngest of seven children and she had had a difficult childhood. There had been some internal family strife and this marriage in Hull showed that the family had pulled together.

It had been assumed that Frank built the house they were to live in, called Moorfield, in Swartha Lane. Unfortunately, in their marriage record Frank gave his address as 'Silsden'. A map of 1889 shows there to have been a property called Moorfield in that location, but there is no sign of Moorfield on an earlier map of 1850. Cis' memoirs throw light on this. She tells how a couple of months before her daughter Joan was born, in 1908, 'we had the little house then'. This must refer to the earlier Moorfield which was later made into the large and distinctive house that was Frank and Cis' home.

As already related, Cis has not been found in the 1901 census because she was away touring Europe. Her next appearance was in the 1911 census. As a family of four they were living in Moorfield, a house of 12 rooms. Norman was four, Joan was two and they had two general servants, Ann Elizabeth Clarkson, 43, and Margaret Nunn, 27. Ann was to stay with Cis all her married life and became a companion and friend of Cis. In her memoirs Cis refers to Ann as 'My dear Ann'. Ann was ten years older than Cis who also muses about what her later life might have been if Ann had been of similar age to herself. In Frank's will he left 'to my old servant Ann Clarkson an annuity of Seventy-eight pounds during her life payable every four weeks free of duty to commence from the date of my death'.

Cis' memoirs also reveal that for a while she and Ann were living at either Grange or Morecambe and that Frank was only able to spend weekends with them. This perhaps was a summer holiday house since Moorfield was where Frank was staying during the working week.

Frank's interests extended well beyond his family, his business and the Freemasons. He became a town councillor, presiding over the work of the finance committee and then becoming vice chairman. He was the council's representative on the Old Age Pensions committee at Skipton, a governor of the Boyle and Petyt School Foundation in Beamsley, Director of the Craven Herald Ltd., President of the local Conservative Club, a member of the Bradford Conservative and Unionist Associations and London's Constitutional Club.

It was in 1914 that Frank was to become Chairman of Silsden Urban District Council. This council took over from the Silsden Local Board in 1895. Charles Weatherhead had been Chairman both before and after the change in name. Charles had proposed long-time associate and friend Tom Fletcher (brother of Charles H Fletcher Q8) who held that position for nine years, and now that he was retiring Tom proposed Frank Driver. Frank was to serve until 1918. He and Cis were also involved with the Silsden Education Committee.

Also, in 1914, on 31st March, the partnership between Henry and Frank was dissolved. This was reported in the London Gazette with Henry retiring and Frank continuing the business. No explanation has surfaced as to why the partnership was dissolved. There is a suggestion that it was for health reasons, even so Henry was only 50 and lived until 1932 when he was 68. In about 1915 Frank became a Justice of the Peace and in so doing became Silsden's third JP. A newspaper announcement of this contains a summary of Frank's activities up to that date as shown in Appendix 5 Item 9.

Frank was also a sportsman with cricket being a long-standing interest. Apart from being captain of the first eleven for twelve years he was also the club's secretary and treasurer, before retiring and being made a patron. He supported the golf and tennis clubs and was Chairman of the Trustees of Silsden's bowling, football and cricket clubs. He was generous in gifts he made to set up these sports and assist with providing them with permanent grounds and facilities.

In 1920 Sir Bracewell Smith of Keighley, who was a major property developer interested in hotels and sometime owner of the Ritz in London, collected together a group of Yorkshire businessmen who together acquired the steel framework of a hotel that had been abandoned at the start of WW1 and had gained the name of 'the birdcage'. They funded the completion of the building which was to become the Park Lane Hotel in Piccadilly in London. Frank was one of the contributors and it may be that others in the Driver family also subscribed. It is known that a number of his nephews and nieces later owned shares in the Park Lane Hotel. Bracewell Smith was the hotel's first managing director and Frank became a director of Park Lane Hotel and of Café Royal Hotel Ltd. Frank's grandson, Ernest, has some of the 1920s photographs and papers relating to the project.



A ledger from the North Street Mills 1920 to 1923 provides valuable insight into life of that period because it includes significant expenses and income relating to Frank and his family. A full transcription has been made but this will be too detailed for this family history. An extract showing selected items is included in Appendix 11 for general interest. The ledger shows the payment of school fees for the three children who were at boarding schools. Also, that tobacco and alcohol featured regularly in expenditure and it shows Frank's investments in company shares and municipal organisations. One can also draw just a little information about the shooting parties that the Drivers held.

Frank owned several properties and land in the Swartha area including Scarghyll Farm, which is in the parish of Addingham, and Hawber House. He also owned about twenty cottages in Chapel Street and North Street, plus 1, 3, 5, 7 and 9 Cragg View and 49 Browfield Terrace. Moorfield, the house in which he lived was owned by his wife Cis.

From the Frank Driver ledger he owned Scarghyll Farm and Home Farm which appears to include land around Moorfield. Rock Cottage, Hawber House and Chauffeur's House were bought for £1700 in 1920. He was receiving rent from A. C. Brown (Rock Cottage), J. M. Driver (Hawber House) and H. Hardcastle (another neighbour). In the ledger wages are paid for Moorfield garden, Howden, Home Farm and Scarghyll Farm. The ledger accounts also include headings of 'Cringles' and 'Howden'. The Cringles account shows rent of £5 a year paid to Lord Hothfield and council rates of £2.18.8 per annum. The Howden connection is another shoot with some of the costs being split between six people. The ledger entries include rent to Lord Hothfield and to Boothman and Golf Club, purchase of corn, pheasant eggs, gamekeeper's licence, Scott's wages, food and whiskey.

In addition, Frank had shooting rights at Black Pots for many years. Shoots have numerous entries in the 1921-1923 ledger and there is mention of the shoot in The Leeds Mercury of 1931. The shooting rights were rented from Lord Hothfield and the cost of the shoot appears to be shared with his brother Henry. The Black Pots farmhouse, a separate entity, is thought to have provided the facilities for hosting the shooting parties. A sale notice, Appendix 5 Item 11, provides more information about Black Pots Grouse Moor.

Frank was able to make many investments and the ledger shows 55 line entries most of which were fixed interest bonds.

One item in the ledger that gives rise to speculation is why 'Mrs Frank', on March 31st 1922, paid £59.13s.7½d for eggs. One thought is that she was buying pheasant or partridge eggs for restocking the moorland for the coming year's shoot. Then it became apparent that it was a grouse shoot that was held annually and I was advised that this would not have been for grouse eggs since they naturally have large clutches. But then she also spent £92.13s.10d for milk and it was realised this might have been for a twelve-month supply from the local farmer. The conclusion arrived at is that this is an accounting feature where data was collected from an egg book or a milk book once a year rather than monthly. Cis also, on another

occasion, purchased a number of Rhode Island Red chickens which I suspect was for Home Farm in Swartha.

Frank purchased a Rolls Royce car in 1924 and a couple of photographs of it were found. Cis in her memoirs relates an incident concerning damage to a newly delivered car and its chauffeur, Harker, and one wonders whether it was the Rolls that was damaged. Appendix 12 has been written which relates the tracing of this vehicle. In his will there is mention of motor vehicles (plural) but this may have been playing safe in case Frank at any time were to have more than one. It is interesting to note that he bought the Rolls second hand, with the previous owner being the Yorkshire family of Rank. Rank Hovis (milling and bread making) and J Arthur Rank (film making) being the very well-known trademarks of two sons of that family. We also know from a postcard written by his son, Norman, in 1961 that Frank and Cis did have a second Rolls Royce, presumably in the late 1920s, with registration letters YE the area code for Greater London.

Frank's health began to become a concern for a few years before he died in 1935 at the age of 67. In his will, an eight-page document that illustrates the wordiness of legal documents of the period, he ensures Cis is well provided for and he leaves substantial trust funds for each of his three children.

One other interesting snippet mentions that Frank had been given the original manuscript of a short story written by John Hartley in December 1932 entitled, Porridge and Cream. It is an amusing tale of a Silsden farm. It has been transcribed in Appendix 13. What happened to the manuscript is unknown.

After the death of Frank in 1935, Cis remained at Moorfield until 1952 or 1953. Elizabeth was to marry in 1936 and moved to Glasgow where her husband, Dr Leslie Cormie, was living. Shortly before the war ended, Joan married and set up home in London. Norman, having returned from service during the war, would no doubt have been living at Moorfield, until, in 1951, he married Molly Brierley. In the early fifties Cis moved to live near

her youngest daughter Elizabeth, in Glasgow. Moorfield was sold and dismantled in order to recycle the dressed stone.

I have a special memory of meeting Aunt Cis. Probably in 1952 while I was visiting my fiancé and her parents at Nab View. Florence explained that it was important that I made a good impression on Aunt Cis, who would be visiting that afternoon.

Ernest, Cis' grandson, has provided the following commentary: -

'When Margaret and I were young and Granny Driver was visiting us, she would read to us in her bed in the mornings and tell us about cycling and having elastic from her skirts and under her feet to prevent her dress being blown up.' He continues: -

'Cis was one of the 3 patrons of St James Parish Church. I believe that she was some sort of representative at Diocese level'. At Moorfield there was a decorative upright chair known as the Bishop's chair, because on those occasions when the Bishop visited the Silsden Parish this chair was lent to St James Parish Church for his use.

He also provided an extract from what he thought came from The Yorkshire Post, 'For more than 50 years she was a member of the Mothers' Union and in 1957 she received a presentation to mark her 51 years membership of the Girls' Friendly Society when the 60th Jubilee celebrations were held. Mrs Driver was particularly interested in work for young people, including the Girl Guides and Brownies, and until leaving the town she was secretary and treasurer of the Silsden branch of the British Sailors' Society.

She was an official of the Silsden District Nursing Association to the end of its existence, and throughout two world wars she worked with unremitting zeal in the Women's Voluntary Services. The Conservative Club Ladies' Section was another of her active interests. Mrs Driver also took a keen interest in the fortunes of the local football and cricket teams. In Glasgow, Mrs Driver continues her church worship and her work for the British Sailors' Society.'

Ernest wrote, 'I remember the peach stones that she had had made into varnished badges with red, white & blue ribbons for sale.'

After moving to Glasgow Cis lived with a companion in a flat near to Elizabeth and Leslie Cormie and her teenage grandchildren Ernest and Margaret. Ernest continues by writing, 'She was obviously very intelligent to make so much from her minimal schooling and to go onto being the pillar that she became in Silsden. I think that Cis still enjoyed playing Bridge in Glasgow and she enjoyed arguing with the then curate of St Ninian's Episcopal Church that Elspeth (*Elizabeth*) attended. The curate became the Bishop of Edinburgh and then the Primus of the Episcopal Church in Scotland.'

Cis died in Glasgow in May 1972 at the age of 94.

50 • • • • • Hugh Driver, Q7. Hugh, the seventh child of William Driver and Sarah Morris, was born in December 1869 and lived to the age of 74. He did not marry and it is primarily from gaining knowledge about his hobby and from his five census entries, as well as from Frank Driver's Mill ledger that we learn about him. One 21st century suggestion from a great niece is that he did have a lady friend who lived in Brunthwaite but it is unlikely that any evidence will be forthcoming.

In the 1891 census, with an actual age of 20, but shown as 18, Hugh was still living at home with his mother and most of his siblings at 46 Bolton Road. He was described as a cabinet maker. It would have been usual for a craftsman to have had a formal apprenticeship but we have no evidence of Hugh being apprenticed. It could be that his family would have known an experienced cabinet maker and Hugh started in junior employment and gained experience. In the electoral registers of 1895 to 1897 Hugh's qualifying property is a workshop in Silsden on Bankside, south of the canal.

Although we do not have a photograph of Hugh, we do have a couple of items of his handiwork, a chair on which he left his initials, and a cutlery cabinet.

By the 1901 census he had caught up two years and is correctly shown as 30. He had moved from home and was a lodger in Heysham, Lancashire, working as a builder. He was boarding with a Silsden family, Annie Bradley and her son Rupert and Annie's brother, Fergus Baldwin. Annie, Fergus and Hugh were of a similar age and would have known each other in Silsden. Andrew Bradley, Annie's husband, was working away in Poulton Barr in Morecambe.

The next sight we have of Hugh is in 1909 in Silsden. He was winning prizes at various poultry shows in Yorkshire and one must assume that he had been raising special breed chickens for some years prior to winning prizes, so perhaps he returned to the family home of Banklands soon after the 1901 census. In 1911 he seems to have been living alone at Banklands. His mother, Sarah, had died in 1908, his brothers, Frederick William had married in 1910, Henry Ripley in 1902 and Frank in 1904, while his sister, Mary Ann was living with Mrs Julia Spear and her daughter in Lancaster and described as a visitor and a general servant domestic. Mary Anne however, from her mother's will had the life-long use of their home or until she became married, and she may not have been long at Lancaster.

Sarah had written her will in 1906 and in it mentioned her ownership of 'Banklands together with the gardens and lands adjoining thereto'. Raising poultry does not need large areas and it is likely that Hugh had the use of sufficient land close to number 78 for that purpose.

In the 1911 census he was working as a warehouseman at a fancy cotton manufacturer in Silsden. He described himself as 'Head', but also as 'Brother' which was crossed out, and this seems to infer that he is working for Henry Ripley and Frank at North Street Mills. His age was given as 40.

It is interesting to read that poultry breeding and showing became a hobby amongst nail makers in Silsden, and Silsden became known amongst poultry breeders for the high quality of its breeds. Some of this has remained through succeeding years and a recent president of the Poultry Club of Great Britain was Edward Boothman of Silsden, cousin of Michael

Boothman who appears in the Driver family tree, Michael's grandfather was Frederick William Driver, Q4.

Conscription during WW1 was applied to men between the ages of 18 and 41, so Hugh, who was 44 in 1914, would have been a few years too old to be called up for military service. He lived until almost the end of WW2, dying in 1944.

1920 seems to have been the start of a year of change. Both Hugh and Mary Anne were on the Silsden electoral register living at 78 Bolton Road. Hugh also had an address in Bridge Street. In that year Mary Anne married Albert Hill.

In the 1921 census Hugh, now 50, was living at Scargill Farm and he described his occupation as, '(Farming) assisting in general farm work and management for brother'. His employer was F. Driver manufacturer.

We see from the North Street Mills' ledger, 1920 to 1923, that Frank owned Scarghyll Farm, sometimes written as Scargill, in Addingham Moorside. It has nine pages covering four years of Scarghyll details. It records expenditure on rates, the rent, mole-traps, ploughing, horse hire, harvesting, agisting, draining, National Health Insurance and many other items. Income arose from sales, for example 6 heifers, 1 bullock, 14 polled heifers, 10 pigs, 1 sick cow, 13 hoggs, hay, goose eggs and 3 pigs that had been sent to the auction at Skipton.

We also find in electoral registers, starting in 1921, that Hugh was in residence at Scarghyll and, from Frank's will, Hugh had been made a beneficiary and Scarghyll Farm was left to him during his lifetime. Thereafter it returned to become part of Frank's residuary estate. In the will there is also the strange paragraph that leaves 'all my farming stock both live and dead agricultural tool and implements....' to Hugh. Perhaps slaughtering was done on the farm.

So, when Mary Anne was married, it enabled Sarah's executors, Frank and Mary Anne, to make an arrangement for Hugh and then to sell number 78, Bolton Road.

Hugh was to benefit from John Morris' will, but not in quite the same way as his brothers and sisters. Instead of receiving his share of the residual estate his portion was to be held in trust by John Morris' executors (Norman Driver and Stanley Laycock) and the income from it passed to Hugh. This will and its arrangement was made in 1928 when Hugh was approaching his sixtieth year, was unmarried and had no descendants to whom the benefits could be passed on. John Morris died in 1933.

Hugh is found in the electoral registers of 1921 to 1948, even though 1948 was four years after Hugh's death. This is further evidence that Hugh ran Scarghyll as a small farm for a number of years. In the 1939 register, aged 70, his occupation is given as 'Farming. Retired' and he was living on his own. We believe that it was Hugh who made the cutlery cabinet for his nephew's wedding present in 1924, so it would appear that he was still using his cabinet making skills that he had acquired in the 1890s.

Hugh did not remain at Scarghyll. In the record of his burial in 1944 his place of death was given as Royd House, Silsden. This was the house, 74 Bolton Road, where Albert and Mary Anne Hill lived. Next door but one from where he had been living twenty-five years earlier.

51 • • • • • Mary Anne Driver and Albert Hill, Q8. Mary Anne, born and baptised in 1872, was the last of eight children of William Driver and Sarah Morris, so when she was 5 and really taking notice of her surroundings, her eldest brother John Morris was having his 21st birthday and there were five other brothers, but no sisters. Five because Benjamin had died some 20 years earlier. Her father was to die the following year but her mother, Sarah, was only 45 and saw Mary Anne into adulthood possibly wondering whether she would get married, but thankful in later life that she was at home to help.

Sarah died in 1908 when Mary Anne was 36. In Sarah's will Mary Anne was given the life-long right to live at Banklands. This was 78 Bolton Road, the Driver family home. She and brother Frank were the executors of their mother's will. In 1911 brother Hugh was the only resident at Banklands while Mary Anne, age 39, was visiting Julia Spear, a mother and retired teacher, and her 26-year-old daughter, Charlotte, in Lancaster. Mary Anne describing herself as a general servant domestic. Since this was in Lancaster where Mary Anne's mother, Sarah, grew up, the thought came that Julia Spear might have been a relative, but a search showed this to be unlikely.

In 1919 Hugh and Mary Anne were living at Banklands. The 1919 electoral register was the first year ladies over 30 years of age were included, with no other qualification needed. This was immediately following the emancipation of women resulting from the 1918 Representation of the People Act.

Mary Anne appears on a few family photos and she was one of the directors of the family company of William Driver & Sons, and presumably a shareholder up until her death in 1953. However, her life was to change when she became the wife of widower Albert Hill.

In 1920, when Mary Anne was 48, she married Albert Hill who was 51 and was living with his family at Royd House, 72 Bolton Road since 1907. Albert's first wife, Rachel A Arnold, had borne eleven children and nine of them were at home when their father remarried. Rachel died, at the age of 37, together with a new-born baby, named Rachel, in 1912. At the time of her marriage in 1920 Mary Anne became step mother to ten children. At home were Annice age 23, Leslie Raymond 22, Oswald 20, Winifred Ruth 19, Brenda 17, Edna Alberta 15, Allan Edward 13, Ethel Irene 11 and Colin 9. Mary Anne, having lived three doors away at number 78, must have been well known to the Hill family. Similarly, the Hill family would also have known the Charles Driver family living at 34 Bolton Road. Frank Littledale and Oswald, with one year difference in age, were lifelong friends. Albert

also had an older married daughter Elsie who had married in 1916. Annice married in 1921, shortly after her father's second marriage.

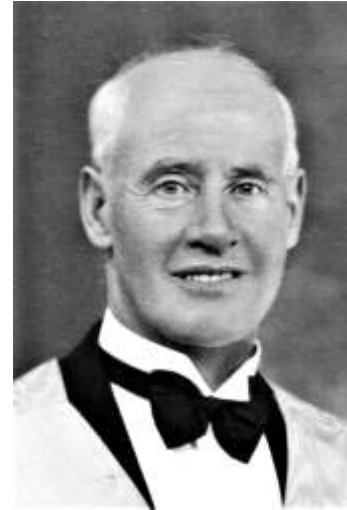
Albert Hill was born in 1868 in Lothersdale to his parents James Hill and Mary Jane Hudson. He was a textile manufacturer and also a Masonic member at the same lodge as Frank Driver. Albert was to become Master of the Craven Lodge in 1932 and was followed the next year by Arthur Driver. See Appendix 9. In the 1911 census, in the column for infirmities, someone wrote 'No infirmity but hair coming off the old man'. Albert's interest included the Silsden Bowls Club and he appears in the photograph of the opening of the tennis court at Silsden's bowling green in 1933, Appendix 3.



When Mary Anne married Albert, Sarah's executors were able to administer her will. This task fell to Frank and Mary Anne. The will involved sharing Sarah's sizeable estate equally amongst the children, but it did have a slight problem in that Hugh was resident in the family home. It looks as if Frank found a solution and Hugh was installed at Scarghyll Farm on Addingham Moorside, which Frank owned, and maybe purchased for this purpose. Hugh ran the farm for a number of years. Since the family home was now vacant it could be sold together with 'the gardens and lands adjoining thereto' and the proceeds of the sale distributed, although, with Sarah having died in 1908, there had been earlier opportunity to sell unwanted lands.

Albert founded the textile firm of Hill, Benson and Bailey and enjoyed many other interests. He was a prominent Conservative, valued church worker,

supporter of Silsden Bowling and Tennis Club. He was President of the Silsden Agricultural Society and enjoyed farming as one of his hobbies



having a moorland farm, Moorcock Hall, between Silsden and Draughton. He started farming in his early 70s having seen different approaches to farming on his travels to Italy, Germany and North Africa. As a result, he was reclaiming the moorlands for crops with his successes, particularly with growing oats, reported in the Bradford Observer in support of the war effort.

Mary Anne was similarly involved with Silsden activities. She was invited to church events to crown the May Queen, open fund-raising events and visit football clubs to open their new stands. Through the war she, along with many women,

helped the war effort through events like Warship Week.

Both Albert and Mary Anne lived into their 80s, both dying at the age of 81, Albert in 1950 and Mary Anne in 1953.

We now move on to generation R where all are direct line. Because of this, from this point forward, there will be no further underlining of names.

52 • • • • • Arthur Driver and Katharine Bedford, R2. Arthur born in 1890 was the second child of Charles and Florence, their first child, William Weatherhead Driver, having lived for only four months. Coming from a musical family it is no surprise that he made his first public performance at the age of 5 when he played a piano duet with his sister, Sally, aged 3.

Arthur attended Bolton Road School in Silsden and, from about the age of 11, Keighley Grammar School. He was evidently a successful pupil being