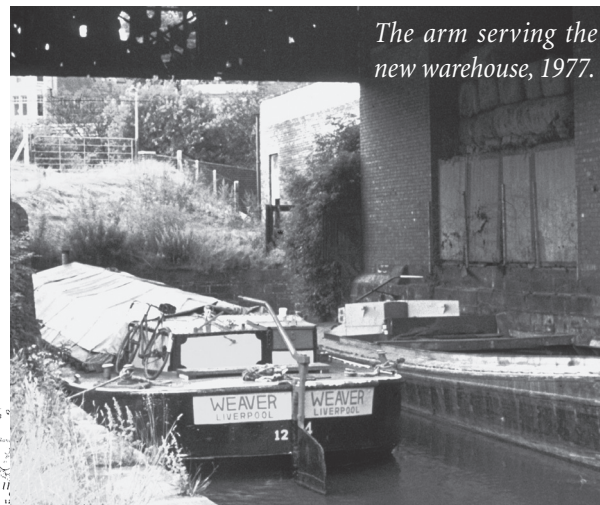


Titus Salt decided to build here because the mill would be served both by the canal and the new railway, their competition ensuring that he got the best price for transport. The canal was particularly important for carrying the raw alpaca wool from Liverpool Docks, the carriage of raw wool being a major traffic.

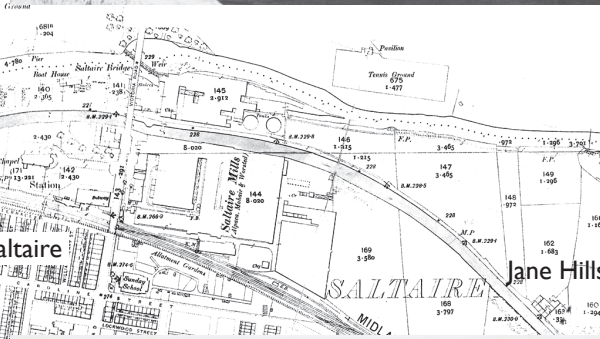
Just beyond Saltaire is Jane Hills, the old houses here being occupied by boating families for many years, with the nearby fields, now recently built over, used by their boat horses. Jane Hills remained a rural outpost in Shipley, with mills beginning to line the canal nearer the town.



In Shipley, new canal warehouses were built in the 1930s to cope with the volume of wool carried by canal. The first large wool warehouses were built in Shipley around 1880, and these were extended over the years. Those built in the 1930s were needed because the Bradford Canal had closed, making the large canal warehouses in Bradford impossible to reach by canal boats.



The arm serving the new warehouse, 1977.



Shipley warehouse, c1955.



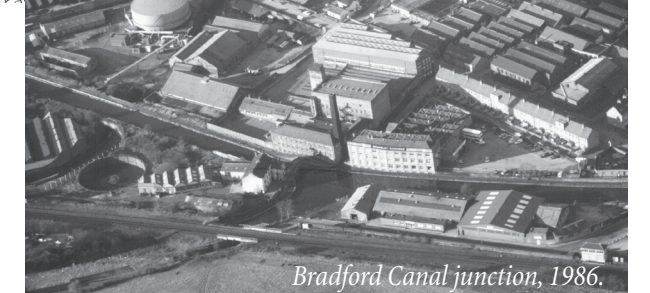
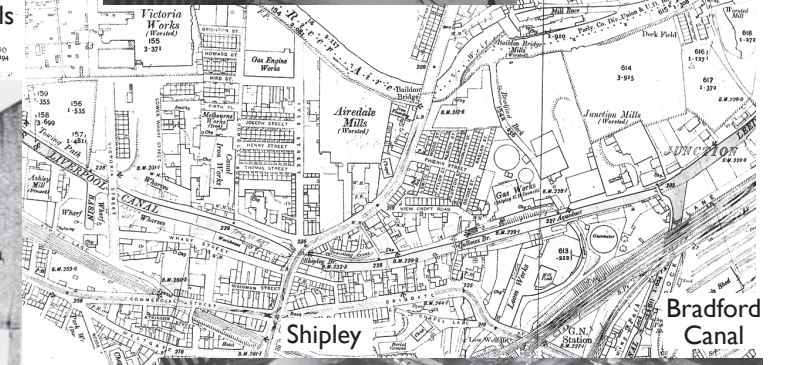
The first of the new warehouses was built in 1875, to cope with the expansion in Shipley's trade encouraged by the short closure of the Bradford Canal. It was extended in 1888 as local trade increased, with the warehouses becoming one of the main storage sites for wool in the Bradford area.

The last cargo of wool to arrive by canal was around 1963, though the warehouses were used by wool brought by road transport until around 1990.

The original Shipley warehouse was next to Gallows Bridge, one of several with the name on the canal, all being wooden framed originally, like a gallows. The warehouse was used by small canal carrying companies, and then by non-



canal businesses after the new warehouses opened. There were stables here, but others were also built at the new site in Wharf Street, last used by canal horses around 1950, when Canal Carriers Ltd were still carrying coal on the canal.



Bradford Canal junction, 1986.



The Bradford Canal junction in 1977, the first lock just visible under the railway bridge. The dry dock was off the photo on the left.

Between the warehouses and the junction with the Bradford Canal, the canal is carried on a high embankment across the valley of Bradford Beck. The gas works were built on either side, convenient for deliveries of coal by boat. Many mills also received coal by boat, the last delivery of coal to the Aire Valley from collieries around Wakefield being around 1962.

Shipley once had its own boatyard, which is recalled by the name of Dock Street. There was a covered slipway and a dry dock, close to the end of the Bradford Canal, and it was operated by George Ramsey in the mid-20th century. He built wooden boats, both for cargo carrying as well as for leisure. The site is now occupied by flats.

George Ramsey's, c1930.



THE LEEDS & LIVERPOOL CANAL SOCIETY

The Society encourages greater understanding and appreciation of the canal, ensuring that its traditions and heritage are recorded and continued. We hold lectures, arrange guided walks, and provide information about the canal's history. A twice-yearly newsletter gives details of events and happenings, as well as publishing articles on the canal and its history.



Kennet at Bradley, near Skipton, in 2012.

Friends of Kennet

The Society owns **Kennet**, an unconverted working boat. Partly funded by the Heritage Lottery, **Kennet** has displays about canal life, and moves to venues along the canal.

Friends of Kennet help maintain and move the boat, and arrange training sessions in boat handling and other facets of canal life. We are delighted to hear from people who would like to sponsor work on **Kennet** or to give a donation.

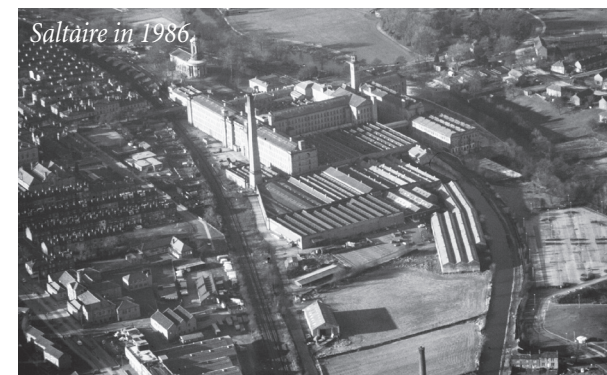
Email: friendsofkennet@gmail.com

Produced for the Leeds & Liverpool Canal Society, whose details can be found on its website at <http://www.llcs.org.uk> or from the Secretary:

leeds.liverpool.canal.soc@gmail.com

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SALTAIRE & SHIPLEY



The Leeds & Liverpool Canal was opened from Shipley to Bingley in 1774, a year after the canal from Bingley to Skipton, and in 1777 the length down to Leeds was added. The Bradford Canal, an independent concern built by Bradford merchants, also opened in 1774.

The new canal served several water mills on the River Aire, such as Hirst Mill and Dixon's Mill in the Shipley area. It was near the latter that Titus Salt built his new mill and village, moving out of Bradford because of the insanitary living conditions in the town in the 1850s. The pollution of Bradford Beck forced the Bradford Canal to close in 1867, but it reopened in 1871, with water pumped up from the Leeds & Liverpool Canal, and only closed completely in 1922.

Canalside cafe at Hirst Wood, c1930.

