

His Royal Highness Prince George.

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Charter Mayor
(Mr. T. E. Kettlewell).

The New Borough.

TO-DAY sees the opening of a new epoch in the history of Goole, the achievement of an ambition which is shared by all progressive urban communities. In presenting the town's charter of incorporation as a municipal borough his Royal Highness Prince George will put the finishing touch to a picture of communal aspiration which has been long in the painting but is now off the easel and ready to be hung in the gallery of a town's hopes.

The new borough, like a work of art, has only been achieved by determination to succeed in face of all difficulties, delays, and drawbacks. It has been said that musical composition is ten per cent. inspiration and ninety per cent. perspiration. Those who have done most to lift Goole from its urban rut will probably claim that incorporation, by comparison, is all perspiration. It is at least undeniable that the town has had a long and thorny path to tread in order to attain that consummation of hopes and labours which it celebrates to-day. The present is touched with rejoicing and pageantry. The future stretches away into the unknown. The past is a book of memories in which it is fitting that the citizens of Goole should read to-day.

This supplement has been prepared as a tribute to the town at the greatest moment of its history. In its pages the past has been gathered in—a great harvest of the fields of years—and the story told of a century and more of progress and achievement in municipal, industrial, social, and religious affairs. It is short as such stories go, but it is none the less vital and impressive. The truly great do not despise a humble origin, and Goole, on this day of days, will look back through the years to its beginning with joy and pride on what it has become.

Goole, 1933.

BY LUCY LAWRENCE.

LIKE jewels on the bosom of our river—
A thousand gems of great and precious price—
The lights of Goole shine out among the shadows,
Each one a flame of love and sacrifice.
For here the hope arose that saw a vision
Of nations thronging to a noble mart;
And eager in that vision's proud achievement,
A nameless host of toilers bore their part.

And lo, to-day, this town of all their dreaming
Throws wide her gates to welcome many lands,
Far speeding out upon her peopled river
Are borne the labours of a million hands.
Her name is spoken on the world's loud highways:
Re-echoed through the silent desert noon;
Flung forth to distant dyke and lake-lapped mountain,
And waters silver'd in the southern moon.

By these same banks the dread invader lingered,
And doubtful turned his galleys long ago.
Far out upon the pathless fens at nightfall
The hated marsh-light flitted to and fro;
And forest paths were dark with hidden horror
To travellers affrighted and forlorn
Yet still our river sang in endless cadence
The promise of her children yet unborn.

Behold, a buried past of high endeavour
Surrounds us in the triumph of to-day;
For men of kindred earth rise up to greet us
At every footstep of the trodden way.
And we, the sons of glory and disaster,
We too have learned to struggle and to wait:
The first faint trumpet of a vaster progress
Shall find us ready at the op'ning gate!



Deputy Charter Mayor
(Mr. E. Creek).

The Story of Goole.

THE historian who would tell Goole's story is confronted by two definite eras—the first of centuries' duration, shrouded in uncertainty; the second the sharply-cut history of a hundred years, in which a modern town and port rose from marshland and hamlet.

Because Goole has no place in the Domesday Book, it must not be assumed that it has no claims to antiquity. The town itself did not take form until the advent of modern engineering, but one may grope in the dim but fascinating past and conjure up visions of dwellers on the Ouse banks fighting or fraternising with Roman legionaries from the Imperial garrison at Doncaster. Perhaps they fled from the marauding Danes. It is known that Romans, Saxons, and Danes turned their war galleys into the Ouse and passed the site of Goole. There was when the Romans came a huge forest between the Ouse and Hatfield, which has now disappeared.

The tidal Ouse meandered miles in breadth through swampy land, branching into countless arms and losing itself in mire. The inhabitants of Marshland began, before the 12th century, to build banks to restrain the tidal waters. The banks were referred to in documents of the reign of Edward III.

There are several possible explanations of the origin of the town's name. A breach in a bank was known in olden days as a gole, gule, or gulla. A document dated 1363 contains the following:—"Divers presentments were made against those who ought to repair and maintain the depth of a goul in Hook upon the river of Ouse, through whose neglect the banks were broken, to the nuisance of the King's highway between Hook and Swynflot."

Perhaps the earliest reference to Goole by name was at a Swain-mote at Hatfield in 1538, when a royal gamekeeper was reported as follows:—"He saith that the townships of Rocliffe, Arymin, Howke, Gowle and Holden did kill game in the comocom time, xxxti deer or thereabouts."

The work of Cornelius Vermuyden, the Dutch engineer, is inseparably interlocked with the rise of Goole. In 1629, Vermuyden ordered a channel to drain Hatfield Chase to be cut by way of Goole; what is now known as the Dutch River was the result. Afterwards a "noble sluice" was made at a cost of £3,000, but in 1688 it was destroyed in a time of abnormal floods. It was not replaced, and for the convenience of traffic a wooden bridge was erected on the site of the present structure.

The real makers of the town and port, the Aire and Calder Navigation, formed in 1698, figure largely in the town's history, but reference to that body will be found in another article, dealing with the rise of the port, in this supplement.

In the eighteenth and part of the nineteenth centuries, the principal farmers of the parish met in an inn near the Dutch River to transact the business of the town. We are informed by their records that in 1720 the parishes of Goole, Hook and Airmyn paid one-fifth of the church rate of Snaith.

In 1820 Goole had nothing but farmhouses and labourers' cottages. On the site of the present docks stood a windmill owned by a man named Birks, and nearby was a public-house. Other edifices were a smith's shop, five houses with stables attached, and eighteen cottages.

The Aire and Calder Navigation in 1820 purchased the land upon which Goole was to be built at from £80 to £95 an acre. The cutting of the canal was begun in 1822. The prospect of employment on the construction of the docks and canal attracted large numbers of workers, and the Navigation laid down streets that the town might develop on proper lines. The Lowther Hotel was one of the first of the new buildings.

The navvies were a rough and unruly lot, and for generations afterwards lurid stories of their conduct were told in the town. They raided farms, levied blackmail on the tenants,

and generally terrorised the inhabitants. There were no police, and roistering alehouse scenes, and sometimes serious riots, proceeded almost unchecked.

While the docks were being constructed in the 'thirties, the town was developing rapidly. Passenger steamers plied on the river, the town was lit by gas, shipyards and sugar houses and so forth were erected. About 1840, Goole, shaking off the influence of the buccaneering pioneers of dock construction, began to settle down to serious progress, commercial and social. Churches sprang up and Goole got its first railway, the Lancashire and Yorkshire, in 1848, the station being in Aire Street.

By 1861 the population had risen to 6,100, there being 1,158 houses. The docks flourished and the Selby Custom House was transferred to Goole. A police station had been established and Goole made a polling place for Parliamentary elections.

This century has seen rapid strides in the growth of Goole, which reached the zenith of its prosperity in 1913. But the Great War cast its baleful shadow on the port and there was



Mr. A. Kirby
(Last Chairman of Goole Urban
District Council.)

not a phase of local life and activity unaffected by it. The war cancelled the Upper Humber improvement scheme, the Boothferry Bridge plan, and throttled municipal enterprise.

Shipping was seriously affected and Goole, in addition to the large number of sons it lost on land, sent many a man to a sea grave in the service of his country. When the war cloud cleared Goole enjoyed the period of spurious prosperity and subsequent depression. The town then settled down to post-war conditions and the port was bidding fair to resume its extensive trade when the General Strike and coal stoppage caused another slump.

This Goole survived and celebrated in 1926 its centenary of existence as a port. Residents will never forget that wonderful week of celebration, which prefaced a revival of civic pride and service. The history of the last few years is not so pleasant, for Goole has had its full share of the world-wide depression and unemployment. None the less there has always been through these hard times a note of optimism. The town has prepared itself for the trade boom that is talked of but has still to materialise. With its superb natural and artificial advantages Goole can confidently anticipate a share in whatever national prosperity the future may hold.

Rise of the Port.

IN the hundred and seven years of its existence Goole has risen to the position of the eleventh port in the United Kingdom in regard to the value of its imports and exports. This is a really remarkable achievement in view of the fact that it lies fifty miles inland and that all the other leading ports of the country have existed for centuries.

The rise of the port was made possible by extensive training works on the Lower Ouse. As the port grew, so did the town, which would not have existed otherwise. Before Goole was a port its inhabitants numbered about four hundred; there are now fifty times that number.

The Aire and Calder Navigation must be regarded as the father of Goole, for it was this undertaking that constructed the fine canal between Goole and Ferrybridge, which was opened on July 20th, 1826. Thus the manufacturing districts of the West Riding were provided with an access to the sea through Goole.

In 1826 the docks at Goole consisted of the Ship and Barge Docks and Outer Harbour. A series of continued improvements resulted in the construction of the Ouse Dock and Lock (then known as the Steamship Dock and Lock) in 1838, the Railway Dock in 1848, the Aldam Dock in 1881, the Victoria Lock in 1888, the Stanhope Dock in 1891, the South Dock in 1910, and the West Dock in 1912.

Billyboys, a type of sloop-rigged vessels carrying main-sail, topsail and jib, were the first traders to Goole. These sturdy little craft traded between Goole and the East and South Coast ports, taking coal, and bringing back potatoes, wheat, olive oil and general merchandise. By leaving their sailing gear at Goole, the billyboys were able to navigate inland as far as Leeds. The usefulness of this type of craft gradually declined following the advent of steamers.

Steamships and the opening of the port came at about the same time. On September 26th, 1835, the Goole Steam Navigation Company issued a prospectus with the object of raising £100,000 to start a regular service between Goole and the Continent.

The birth of Goole as a port was not accomplished without a great deal of opposition. Old papers and documents disclose interesting events, such as the following statement issued in March, 1831:—

"The Court of King's Bench, having after mature deliberation, by an unanimous decision, relieved the Port of Goole from the attempt made by the Dock Company at Kingston-upon-Hull to strangle it in its infancy, the Undertakers of the Aire and Calder Navigation feel it a duty due to themselves thus to announce to the public THAT GOOLE IS DECLARED EXEMPT FROM ANY DUES TO THE SAID DOCK COMPANY AT KINGSTON-UPON-HULL."

About the year 1835 about 100,000 tons of coal were being shipped annually, and the following year also found advertised regular sailings to coastal ports.

Even ninety years ago the inhabitants of Goole were not slow to realise the advantages of advertisement, for in 1844 they issued a statement which said that "no less than three branches of railway are being projected to the Port of Goole." The document proceeds:—"In the spring of 1829, in March, as a proof of the extensive trade from the Port of Goole, we witnessed at one time no less than sixteen sail of ships varying from 200 to 400 tons burthen all loaded with Bale Goods for Hamburg, waiting the opening of the Elbe, besides immense quantities of goods waiting for shipment in the warehouses."

Great anxiety was caused in 1883 when it was proposed to throw a railway bridge across the Humber at Hull, and there was rejoicing when the House of Commons rejected the

scheme. A similar fate befel another Humber Bridge Bill last year. The port has always been intensely jealous of its free and unfettered access to the sea.

Navigation of the river was improved in 1861 when it was lighted and buoyed for the first time above Hull.

The Aire and Calder Navigation has spent a million pounds on river and dock improvements and has schemes in hand or contemplated costing another quarter of a million. The work now in progress is to make the channel navigable for vessels of 4,000 tons, instead of the present 2,000 tons. To this end the Navigation, in conjunction with the Humber Conservancy Board, is completing a "fish-tail" training wall at the confluence of the Ouse and Trent, and a new entrance lock at Goole.

The Navigation also has before it a scheme for the construction of a large central wet dock between Albert Street and the West Dock. The present area of the docks is 46½ acres, and the quayage extends over three miles. One of the most recent additions to the facilities of the port is the £110,000 new transit sheds, sidings and electric cranes, on the north



Sir John Eaglesome
(Aire and Calder Navigation).

side of the West Dock. These were erected by the London Midland and Scottish Railway Company, whose easterly terminus is Goole. The Goole Steam Shipping Co., now a subsidiary of the L.M.S., runs a regular line of fast steamers between Goole and the Continent.

The "peak" year of Goole's trade was 1913, when about 2½ million tons of coal were shipped, and a period of really remarkable prosperity had begun when Europe went to war and it was hardly safe for unarmed ships to venture into the North Sea. Goole lost many ships and many lives owing to the submarine and mine campaigns.

Real prosperity has not been regained by the port since the war and we must admit that it is suffering very badly in the general depression. It would be amazing to find a shipping company to-day declaring a dividend of 26 2/3rd per cent., but the Goole Steam Shipping Company did this in 1874.

Goole has never allowed itself to become despondent in the depression, for its improvement works have gone on in the hope that the corner will be turned. It is a first-class port in every way, and is only waiting for more work for its ships, cranes, and men.

Messages.

IN response to a request from the Editor of the "Goole Times," the following gentlemen—some of them sons of Goole, all of them associated at one time or other with the town—have sent messages of congratulation to the new borough.

The Lord Mayor of York.

DEAR SIR, MANSION HOUSE, YORK.

As one who spent three of the happiest years of his life in Goole—1887-1890—going newly married into an unfinished house in Jefferson Street, I have watched with keen interest the development of Goole and your application for incorporation. I am very pleased his Majesty has granted your charter.

I have also the pleasure and honour of sending you hearty congratulations as Lord Mayor of this ancient city, the capital of our county, whose first recorded mayor was elected in 1217. Our Lord Mayor is the oldest in the Empire—sixty years before London—our Mayor Richard de Selby being created Lord Mayor in 1389 by Richard II.

Our citizens join with me in sending you hearty good wishes for your town's future happiness. That it may continue to grow and prosper under its new status of youngest borough in the county is the sincere wish of the citizens of the parent City of York.

Yours faithfully,
HENRY RHODES BROWN.

The Lord Mayor of Leeds.

LORD MAYOR'S ROOMS,
TOWN HALL, LEEDS.

It is a pleasure to me to accept the invitation to send to the "Goole Times" a message of goodwill on the occasion of the granting of the municipal charter of incorporation for the Borough of Goole.

I send my sincere congratulations to the borough and every good wish, not only for its success, but also for each member of the community.

The situation of the Borough of Goole is favourable for the development of trade, especially owing to its ample rail, water and docks facilities, which combine in the efficient promotion of the handling of seaborne trade.

I have every faith in the future of Goole and believe that the charter of incorporation will encourage the town to build a worthy tradition. The advancement of Goole is linked with the welfare of the City of Leeds by reason of the waterway of the Aire and Calder Navigation in addition to other transport facilities, and it is for that additional reason that our city will watch with interest the future development of the Borough of Goole.

R. H. BLACKBURN.

The Lord Mayor of Hull.

SIR, GUILDHALL, HULL.

I wish to offer my sincere congratulations to our neighbouring Port of Goole upon its elevation to the important status of borough granted under recent charter, which position also enables the town to elect one of its citizens to the dignified office of Mayor.

The promotion of your town to this distinguished position has most deservedly been achieved through years of enlightened labours by your fellow townsmen, who have brought Goole to its present position of importance amongst English towns and ports. May I sincerely express the hope that in the new era created in the history of your town, Goole will have prosperous times ahead?

The City of Hull does warmly congratulate the Borough of Goole.

Yours faithfully,
J. MALCOLM DOSSOR.

The Mayor of Harrogate.

DEAR SIR, MUNICIPAL OFFICES,
HARROGATE.

As one who spent eleven happy years in Goole it gives me the greatest pleasure to congratulate the town on being created a municipality.

Goole has never lacked able men to conduct its affairs in the best interests of the town, and the finest address to school children I have heard was made by a member of the old School Board, the late John Wood Jackson.

The Mayoress joins me in wishing every success to the Town Council and we congratulate the first Mayor and offer him our best wishes for a happy and successful year of office.

In conclusion we hope that the town will soon regain its old prosperity.

Yours sincerely,
JOHN A. WHITEOAK.

The Bishop of Sheffield.

BISHOPSHOLME,
NEAR SHEFFIELD.

MY DEAR SIR,

I hear that his Majesty's Privy Council has approved a municipal charter of incorporation for the town of Goole.

I am very glad indeed that Goole is to have a Mayor and Corporation. Long experience leads me to think that in every way such incorporation adds both to the dignity and to the efficiency of a town.

May this new era in the town's life be a blessing to its people for many years to come!

Yours faithfully,
LEONARD H. SHEFFIELD.

The Bishop of Stepney.

120, BEDFORD COURT MANSIONS,
W.C.1.

DEAR SIR,

I have followed with interest in the "Goole Times" the news of the proposed incorporation, and gladly accept your suggestion that I should write a message of congratulation and good wishes to the citizens of the new Borough. As Vicar of Goole during the dark days of the European War, I know something of their quality, and I am sure that they will rise to the responsibilities of their new status. In these days what happens at the Town Hall is even more important in its immediate effect upon the lives of the people than that which happens at Westminster. There is no sphere in which a man may find a greater sphere of usefulness than in municipal service. My hope for Goole is that there may always be a constant supply of men and women ready to give their time and service, without any axe of their own to grind, for the welfare of the town.

I send greetings and good wishes to all my old friends.

Yours sincerely,
CHARLES STEPNEY.

The Rev. Canon Sinker.

THE RECTORY,
CHARLTON, S.E.7.

I heartily congratulate the important town of Goole on its elevation to borough status. I have long since felt that from its size, its position as a port and its growth, Goole deserved to have its own Mayor and Borough Councillors, and I am glad that at long last the town of which I once occupied the responsible position of Vicar has reaped the honour it so richly deserves, and from the bottom of my heart I wish the new borough a happy, honourable, and successful future.

EDMUND SINKER,
Rector of Charlton, Rural Dean of Woolwich.

Commodore Sir Bertram Hayes.

FORMBY LODGE,
BLUNDELLSANDS,
LIVERPOOL, 23.

DEAR SIR,

As one who spent a very happy boyhood in Goole—1867 to 1880—may I offer to the town, through the courtesy of your columns, my heartiest congratulations on the new dignity which has lately been conferred on it, by the grant of a municipal charter.

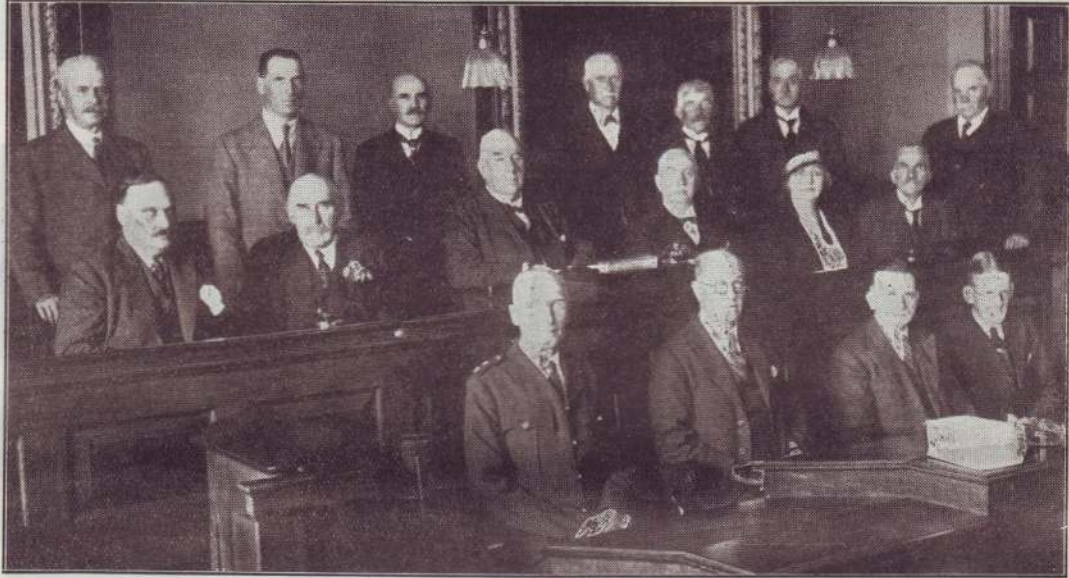
As you know, my working life has been spent at sea, and it is a pleasant recollection to me to remember that my second

voyage as an officer terminated at your port, when the barque Loch Cree docked at Goole with a cargo of grain from Talcahuano, Chile, in September, 1887. The docking of that ship, of which I was second mate, was, if I remember rightly, considered an event in those far-off days, but since then much progress has been made, which I sincerely trust may continue under the guidance of your new Mayor and Corporation, to whom I also offer my heartiest congratulations on being the first gentlemen to occupy those positions.

I have the honour to be, sir,

Your obedient servant,

BERTRAM F. HAYES.



LOCAL MAGISTRATES: Standing, left to right, Messrs. A. Knapton, H. Dowdall, S. G. Bevan, C.C., R. H. Huntington, G. Huby, S. J. Wrightson, W. L. Killingbeck; seated, above, R. L. Walker, C.A., R. B. Shearburn, G. F. Ogle (chairman), G. W. Townend (vice-chairman), Mrs. Macdonald Brown, Mr. F. A. Bean; seated, below, Supt. J. Budge, Messrs. W. T. Silvester (clerk), C. E. Wilson & S. Ibbotson (assist.-clerks).

Captain T. E. Sotheron-Estcourt, M.P.

DARRINGTON HALL,
PONTEFRACT.

DEAR SIR,

I thank you for your letter of Sept. 25th, and for your invitation to send a message to the "Goole Times."

I congratulate you on your decision to publish a special number to commemorate the occasion of the incorporation of Goole as a borough. My family has been intimately connected with Goole for a long time. For how long I cannot say, but there is mention in a book in my family's possession—"Genealogical Memoranda relating to the Family of Sotheron"—of "William Sotheron of Darrington Hall, Co. York, Lord of the Manor of Hooke, Goole, Darrington, Redness and Swinflote (note the spelling), all in the Co. of York, nat. 1726, ob. 1789."

Goole has stood out in history as a place with unique opportunities and a keen sense of those opportunities. It has grown during the last hundred years from a village to a town and port, and has not been slow to take advantage of its position as a gate to the world.

The honour which is now being conferred upon Goole could never have come about had she not shown herself worthy of it by united individual effort, and I join proudly with all others in wishing Goole a most prosperous future.

Yours very truly,

T. E. SOTHERON-ESTCOURT.

Sir Josiah Stamp.

It is with much interest and pleasure that I have learned of the impending advancement of the town of Goole from the status of an urban district to that of a municipal corporation—a distinction which is the appropriate outcome of the great commercial development of the town during the past century.

The company of which I have the honour to be President shares with your townspeople the pride which this historic occasion evokes, inasmuch as the interests of the company and its constituent, the Lancashire and Yorkshire Railway Company, have been closely associated over a period of 85 years. During this period of association the railway may fairly claim to have played a major part in the development of the port, a responsibility which is fully recognised by the London Midland and Scottish Railway to-day, as is evidenced by the improvements carried out at the docks in recent years.

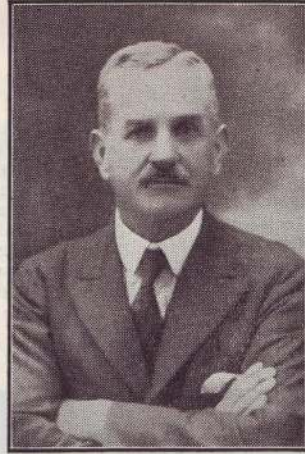
In offering the congratulations of the London Midland and Scottish Railway on the elevation of the town to borough status, I couple with these good wishes the earnest hope that the expansion of Goole as a civic and commercial community will continue equally vigorous and unabated in the years that lie before us.

J. C. STAMP.

Chairman and President of the Executive
of the London, Midland and Scottish
Railway.



Deputy Charter Town Clerk
(Mr. A. Lazenby).



Medical Officer of Health
(Dr. A. M. Erskine).



Council Accountant
(Mr. W. E. Dulson)



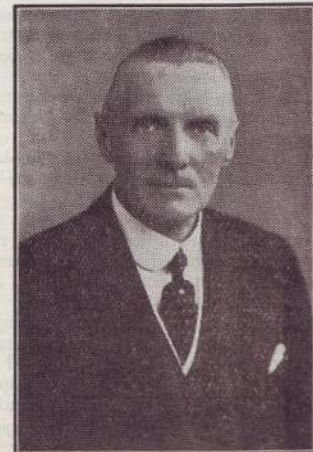
THE HUB OF GOOLE.—Boothferry Road, looking towards the Centenary Clock.



Gas & Water Manager
(Mr. A. F. Yates).



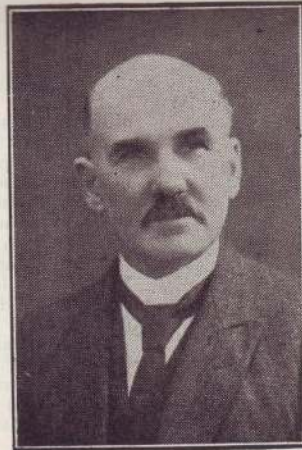
Town Surveyor
(Mr. J. H. Castle).



Mr. F. H. Ellicott
(Donor of the Mace and Mayoral Chain).



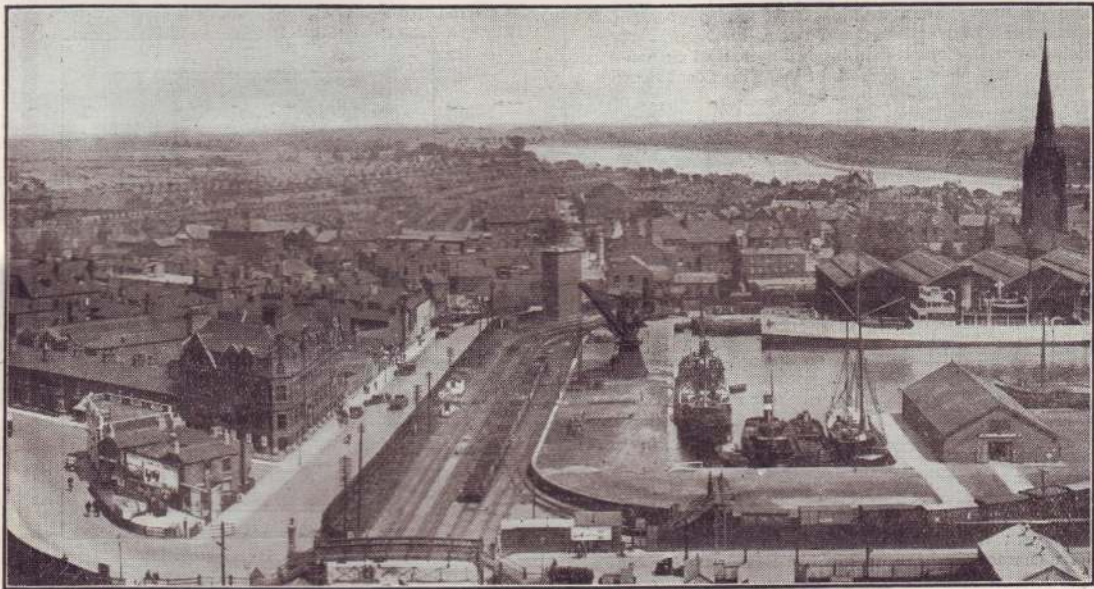
Ald. R. L. Walker, J.P.
(West Riding County Council).



Mr. S. G. Bevan, J.P.
(West Riding County Council).



Mr. H. Dowdall, J.P.
(Chairman of Goole Rural Council).



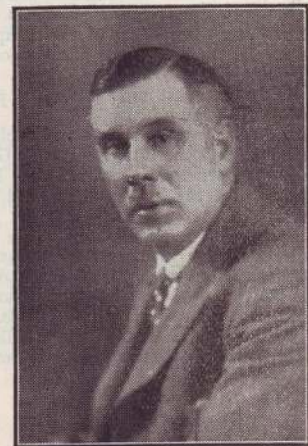
RIVER, TOWN, and DOCKS.—A view from the Water Tower, looking East.



Mr. F. W. Porter
(President of Goole Chamber of Commerce).



Mr. J. A. Curran
(President of Goole Chamber of Trade).



Mr. J. Bentley Bennett
(Chairman of Goole Steamship Owners' Ass'n).

Local Government.

THE presentation of the Charter of Incorporation is an important milestone in the local government of the town. There was no officially appointed public body for the management of local affairs until 1875. Before then the Aire and Calder Navigation had acted within its own estate, but people who lived outside it had to fend for themselves.

An interesting description of the town in 1853 appeared in the Jubilee Supplement of the "Goole Times," which newspaper was first published in that year. It stated that in Boothferry Road (even then a much frequented thoroughfare) there were "no gas lamps, gas in the streets having been restricted to the streets of the Aire and Calder Navigation, which estate included the whole of the dock area. The sanitary government of the town was at that time in the hands of the Navigation, and the outskirts in those of the road surveyors, so that in the absence of any system of sewerage and of building by-laws, except in the Aire and Calder Navigation part of the town, it was a case of every man, and especially of a property owner, doing as he thought best in his own eyes. Old residents refer to this as the 'Golden Age,' there being no Local Board rates." We should not think so to-day!

This building outside the estate was necessary to house the rapidly growing population, but it was unaccompanied by any provision for lighting, water, or sewerage. The inevitable result was an undesirable condition of insanitation.

In 1871, Dr. Horne, of the Local Government Board, reported that the sanitary condition of the town was far from satisfactory, and in 1873 a petition was sent by the inhabitants asking for the establishment of a Local Board. An order was made on March 29th delimiting a Local Government District, which was, however, slightly enlarged two years later and was, in fact, the late Urban District. The area was made out of the parishes of Goole, Hook and Airmyn.

The first Board, which was elected in 1875, consisted of Messrs. John Bennett (chairman), G. Gleadow, R. Hickman, T. Clegg, J. H. Rockett, J. Robinson, R. Storr Best, T. Woodhead, and the Rev. Dr. Bell (Vicar of Goole). Mr. George England was the first clerk.

The newly-constituted Board immediately set about its task of improving the sanitary conditions of the growing town. Its efforts were not always appreciated, and a writer of the period said:—"Good work has been done in the past, though not always with that promptitude and thoroughness that should have characterised the work of the Board, and we can only hope that the future will meet the needs of a thriving community with as slight a burden of taxation as is compatible with efficient administration."

A good deal of adverse criticism was levelled at the Board during the whole of the nineteen years of its existence, but it stuck resolutely to its task of setting up a civic organisation and bringing about an orderly and economical administration of the affairs of the town.

One of the earliest and most useful projects of the Board was the acquisition of the cemetery. The parish church cemetery was crowded, and as an example of how things were done in those days the Board sent for a Government inspector to see what happened at funerals there. There is no need to go into details, but the inspector ordered the closing of the churchyard.

The rates in the earlier days of the Board's regime were very low, and they grew as the various schemes developed. In 1893, just before the Urban Council took over, the Board's rate was 3s. 10d. in the £, the School Board rate was 10d., and the Burial Board rate 1½d., a total of 4s. 9½d. To be added to this was the Poor Rate of about a shilling, so that the ratepayers in those days had not a very onerous burden. One

of the last acts of the Board was to acquire, from the private company then holding them, the gas and water undertakings.

With the passing of the Local Government Act 1894, Goole became entitled to call itself an urban district and the town was divided into the present five wards. It may be interesting to read the names of the first members of the Urban Council, with the votes they obtained:—

North Ward: E. Short (aerated water manufacturer), 321; W. J. Sewell (chemist), 142; H. B. Thorp (architect), 93.

East Ward: W. Everatt (solicitor), 296; R. H. Huntington (grocer), 255; E. W. Hunter (tailor), 197.

South Ward: R. Hickman (butcher), 168; R. Jackson (timber agent), 272; J. W. Jackson (builder), 227.

West Ward: T. C. Turton (dentist), 182; G. Claybourn (butcher), 158; F. Brunyee (clerk), 101.

Central Ward: J. Law (licensee), 158; J. Cawthorn (licensee), 131; J. Gooderidge (grocer), 119.

Mr. R. Hickman was the first chairman. Mr. R. H. Huntington still represents the East Ward on the Council, and, as he was a member of the old Local Board, will have served on all three types of government the town has experienced if elected to the new Borough Council.



Mr. R. H. Huntington, J.P.
("Father" of Goole Urban Council).

It is as an urban district that Goole has made the greatest progress so far as local government is concerned. Under the new regime schemes were quickly put in hand to provide adequate local services. The Urban Council in its thirty-eight years of office has been at all times conscious of a sense of duty to all classes. It has made Goole an almost ideal town so far as municipal services go, and the "proof of the pudding" lay in the fact that it satisfied the Minister of Health inspector, who made a most exhaustive inspection of the town's affairs on the occasion of the public inquiry last January.

Thus to the Urban Council must fall the credit of having made Goole worthy of the honour of incorporation—an honour which in these days is not lightly granted. Particular attention has been paid in the last ten years or so to putting the town on a sound financial footing, and this has been achieved. It may justly be claimed that in doing this the Council has not sacrificed efficiency to economy. Goole has, in the main, been very fortunate in the men that have been called to public service, and the Council has nearly always been well-balanced. A greater sense of civic duty is expected now that larger powers have been granted.

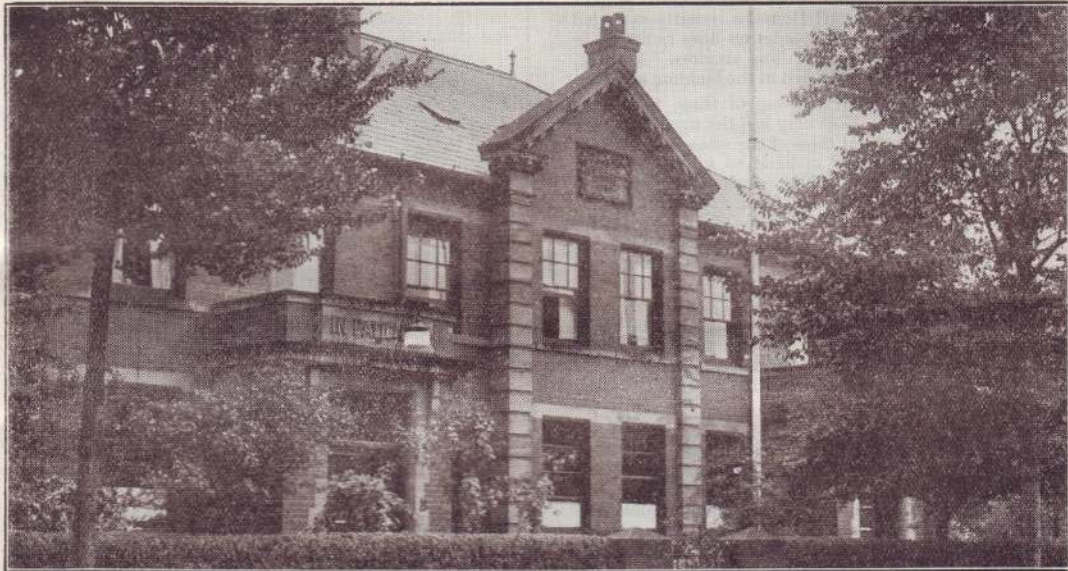
Churches and Chapels.

THE spiritual forces of Goole have advanced side by side with the town's commercial progress until to-day there is accommodation in the various churches and chapels for nearly eight thousand worshippers. Methodist influence predominates both in numbers and buildings—a natural sequence to the town's earlier history—for the Wesleyans had a meeting place for worship in 1829, a few years before the Church of England became established in Goole. There were, however, Anglican churches at Hook, Airmyn, and Snaith.

The Wesleyan Chapel in North Street was opened in 1829 with accommodation for nearly eight hundred people. At that time Goole was included in the Doncaster circuit, being placed on the plan many years before the opening of the

The year 1831 found a small Church of England building by the side of the Barge Dock, and here the Rev. J. Wilson conducted his services. In 1843 the first stone of the Parish Church was laid, the consecration ceremony being observed in 1848. A year later the first ecclesiastical parish of Goole was formed. The Vicarage was added during the term of office of the Rev. Canon Carr, while the present St. Mary's Church was built in 1863, being followed by the erection of St. Paul's Church in 1901, which was preceded by a temporary structure now used as a Sunday School for juniors. All Saints' Mission was opened in the early part of the last decade, the debt for that building being liquidated in 1925. With the Bishop of Sheffield's Appeal Fund, however, a new church of All Saints was built, and was consecrated last year. Now plans have been passed for the erection of a new church of St. Mary's, together with a church hall and parsonage.

The Catholic community of the town have two places of worship. St. Thomas's Church, Old Goole, was opened in 1877, and St. Joseph's Church, Pasture Road, was consecrated in 1912.



BARTHOLOMEW HOSPITAL, GOOLE.

chapel. The requirements of Old Goole were met by the erection of the Wesley Chapel to accommodate 250. Boothferry Road Chapel (now Clifton Gardens) was erected in 1899, with a capacity of 650.

Until Methodist Union last year, these were the Goole Wesleyan chapels, and other Nonconformist interests included the Congregationalists, whose history in Goole extends back as far as 1828 and who built Christ Church in 1876, the United Free Methodists (1897), the Primitive Methodists (three chapels), and the Salvation Army.

The Carlisle Terrace Methodist Chapel was built in 1874, with accommodation for 750 persons, while chapels in Old Goole (Beulah), and Dunhill Road also belonged to the Primitive Methodist circuit until the Union.

Accommodation for 1,200 is provided at the Methodist Church (late U.M.), in Boothferry Road, which was erected in 1897. Until then the Free Methodists worshipped in a chapel in Lower Bridge Street.

The Salvation Army have their barracks in Estcourt Street, and there is a Seamen and Boatmen's Mission in South Street, Old Goole.

When the Ouse Froze.

According to available records Goole of the old days experienced much more severe winters than nowadays. Two periods of extreme hardship were inflicted upon the port by the Ouse freezing over, the first in 1860 and the second in 1879. On both occasions soup kitchens for the distressed dock workers and sailors were opened, and the charge was a penny per quart to unemployed and 6d. to employed. Horses and carts were able to cross the frozen river with safety and in the 1879 frost a cricket match was played on the ice at Rawcliffe. In 1929 the docks were frozen over and shipping seriously impeded, but the frost never promised to close the river to navigation.

Public Amenities.

BY reason of its isolation from any other large town Goole has had to provide all its public services and amenities itself, and the only outside service is that of electricity, though the town has its own supply of gas. This isolation has resulted in Goole becoming an almost ideal local government unit, and the Charter is regarded as a certificate of good government.

To summarise some of Goole's outstanding public amenities we may state that it has a pure and abundant supply of water, cheap and good gas, well-paved, lighted and cleansed highways and streets, proper control of building, excellent parks and pleasure grounds, three well-conducted hospitals of different types, a hygienic slaughter-house and cattle market, general market, public baths, a modern fire station and brigade, public libraries, maternity home, child welfare centres, allotments, improved sanitation, some of the finest schools in the county, an imposing Court House, a recently-extended railway station, used by two companies on lines radiating in five directions, and very efficient 'bus services. Nothing, in fact, seems to have been overlooked in the building of Goole.

Probably Goole's greatest blessing of those mentioned above is the water supply. Not only has the town been able to supply its own residents but those of the whole of the Rural District, and a scheme is now in hand to supply Howden. Thus there will soon be about 35,000 people dependent upon Goole for water. The water comes from Pollington, twelve miles away, where there are deep boreholes and a large pumping station, which cost £25,000. The ferro-concrete water tower at Goole is the largest of its type in the country and cost £24,000.

The gas undertaking is in the hands of the Council and is a profitable one. In 1924 a scheme for the modernisation of the gasworks in Doyle Street was put in hand and about £38,000 has since been spent upon them. Grants were obtained from the Unemployment Grants Committee in respect of some of the improvements.

Goole has good reason to be proud of its parks and pleasure grounds, which rival those of any other town of its size. The Riverside Gardens, laid out in 1914 at a cost of nearly £3,000, is extremely well-equipped and, like the others of the town, has particularly beautiful flowers, lawns and shrubberies. The Memorial Gardens contain Goole's Cenotaph, and cost £2,900, mainly provided by public subscription. The West Park, which is the biggest, has an area of 31.6 acres, cost £15,593, and has bowling greens, 20 grass tennis courts, two hard courts, four football and hockey pitches, a paddling and model yachting pond, children's playground, a bandstand, two shelters and a tea room. Almost as well provided is the South Park, which cost £6,764, and has an area of 11.9 acres.

Recently the Council acquired the Victoria Pleasure Grounds, a sports arena famous throughout Yorkshire, at a cost of £2,000, and contemplate numerous improvements to the accommodation.

The public baths were erected in 1899 at a cost of £4,322, and, in view of Goole's close connection with the sea, they have proved of great value. The library, built in 1905 with the aid of the Carnegie Trust, is extremely well patronised. The commodious Market Hall is a paying proposition and a scheme is in hand for building shops and offices on the frontage to improve the appearance of the centre of the town. At the Council's abattoir and cattle market, completed four years ago at a cost of £5,854, meat is produced under ideal and modern conditions.

A great deal has been done in the last decade to improve housing conditions in Goole. The Council has itself built about 500 houses, whilst private enterprise has also done much to change the appearance of the outlying parts of the town, where model estates now exist.

This brings us to town planning. As a development scheme, the making of Centenary Road, at a cost of £6,231, opened up a large area of building land, the majority of which has already been utilised, the scheme thus having justified itself. Parallel to this runs the more recently built Western Road, constructed with valuable help from the Unemployment Grants Committee at a cost of £15,408, with another £11,138 for sewers and gas and water mains. These two roads have opened up great possibilities for development.

Goole has an excellent maternity home and great attention is paid to the health of children by the child welfare centres there and in Old Goole. The Bartholomew Hospital is claimed, and not unjustly, to be one of the finest of its size in the country, and it is also exceptional because it is solvent



Charter Town Clerk
(Mr. J. W. Pullon).

financially. It has 22 beds for surgical cases, and also eye, ear, throat, X-ray and ultra violet ray departments. The Joint Isolation Hospital on Westfield Banks has 28 beds and is also excellently managed. Both these hospitals possess motor ambulances. The Poor Law Infirmary is open to medical cases from amongst the general public.

The Goole Grammar School is said to be the finest and most up-to-date in the West Riding Education Committee's area. Recent additions increased its accommodation to 550 and the school stands on a site of over 10 acres, including playing grounds. Its staff of about 30 are nearly all specialists. There are six elementary schools with accommodation for 4,460 and with 3,819 pupils on their books. A scheme is in hand for the building of a new Senior School, opposite the Grammar School, with accommodation for about 1,000 pupils.

We have expatiated at some length on Goole's possessions, and there is only one outstanding need—that is, for a Town Hall and municipal offices. Reasons of economy have led to this being deferred.

Sporting Activities.

IT is safe to assume that the history of sport in Goole is as old as the town itself, but of what happened in the early years of the last century no record has been kept.

It was not until the latter end of the century that serious attempts were made to organise sports bodies in the town. The oldest existing organisation is Goole Town Cricket Club, which was formed about sixty years ago. The old Rugby Union Club, which did much to carry Goole's name far afield, was not formed until 1879. At that time lack of a suitable ground proved a big handicap, but this was overcome in 1881 when the St. John's Recreation Ground was opened. Both clubs carried on happily there for nine years until the ground was required for dock extensions.

In 1888 the Victoria Pleasure Grounds, which have recently become the property of the town, became the headquarters of outdoor sports. The Rugby club steadily grew until it became one of the best known clubs in Yorkshire. In those days the Association game was comparatively little known in the West Riding, although records show that Goole played occasional matches as far back as 1881. Rugby, however, was firmly established, and while the Goole club was never successful in winning the Yorkshire Challenge Cup, it made many stirring bids. There were many fine players in Goole in those days. J. Bryars, J. Bradley and "Chick" Woodhead all gained county honours, while W. T. Greensitt played in a trial. The split over professionalism, which led to the formation of the Northern Union in 1895, was the beginning of the end of the handling code's popularity in Goole and in 1901 the club was disbanded.

Soccer became the town's winter game and after a modest start Goole Town A.F.C. joined the West Yorkshire League and afterwards the Yorkshire Combination, in which they figured until the bold step was taken of joining the Midland League in 1912-13. Difficulty was experienced in keeping the club going but in their first season in better class company they finished sixth in the league—a memorable achievement. The following season was comparatively quiet but in 1914-15 the club made history and caused a first-class football sensation by fighting their way through the qualifying rounds of the F.A. Cup and went to Middlesbrough in the first round, where they were beaten 9-3.

The present Goole Town A.F.C. was formed in 1925-26, and has continued an unbroken membership of the Yorkshire League. The club were champions in season 1927-28, finishing just in front of Selby Town, who have provided local rivalry under both codes. The West Riding County Cup has found a resting place at Goole on more than one occasion, the last being in 1929-30. Of late years it has been a difficult task to keep senior football alive in the town, but recently there have been signs of revival. A football record would be incomplete without mention of the juniors, who have also had their ups and downs. They have triumphed over difficulties and at present the Goole and District League is, for a small area, one of the best of its kind.

Except for the war years Goole Town Cricket Club have enjoyed an unbroken run since their formation, and until the war they shared the Victoria Pleasure Grounds with the football club. When the club was revived after the armistice, the club's headquarters were transferred to Westfield and in 1922 they joined the West Riding League.

Messages (continued from Page 4.)

Sir John Eaglesome.

DEAR SIR,

May I offer hearty congratulations to the people, the Charter Mayor elect, and the Council of Goole on its well-earned elevation to a place among the boroughs of Yorkshire?

At the same time I would like to express sincere good wishes for the future prosperity of the borough and its people, after a continued and steady progress of 107 years. That advance has been due to the energy and enterprise of its citizens in close co-operation with the Navigation, which has so much in common with the interests of Goole. I would also wish on behalf of my fellow directors that the present auspicious year may open upon a new era of prosperity.

To this I would like to add a personal note to the "Goole Times," which has grown with Goole since 1854 and is now celebrating its 80th birthday.

Yours faithfully,

JOHN EAGLESOME.

Managing Director, Aire and Calder Navigation.

Ald. G. B. Lomas-Walker.

CENTRAL BANK CHAMBERS,
INFIRMARY STREET, LEEDS.

DEAR SIR,

I thank you for your letter and it gives me much pleasure as Vice-Chairman of the West Riding County Council and Chairman of the Finance Committee to congratulate Goole upon obtaining its municipal charter of incorporation.

The progress of Goole has been watched with interest by those of us who are concerned with local government, and I am glad of the opportunity to express the hope that the new borough will continue to prosper and to wish its inhabitants health, happiness and prosperity.

Yours faithfully,

G. B. LOMAS-WALKER,

Vice-Chairman West Riding County Council.

Sir David Owen.

PORT OF LONDON AUTHORITY,

LONDON, E.C.3.

DEAR SIR,

I am pleased to learn from your letter of the 25th ultimo that his Majesty's Privy Council has approved the draft of a Municipal Charter of Incorporation for the town of Goole. This is specially interesting to me as, when I was associated with the docks of the Aire and Calder Navigation, I lived in Goole for over six years and was thoroughly acquainted with the activities and aspirations of the community there.

A period of eighteen and a half years has elapsed since I left the Port of Goole, but during that time I have not been unmindful of its progress, and I can only hope that the dignity now conferred on the town will mark the commencement of a new era of greater importance and enhanced prosperity.

Yours faithfully,

DAVID J. OWEN.

Mr. Tom Smith, M.P.

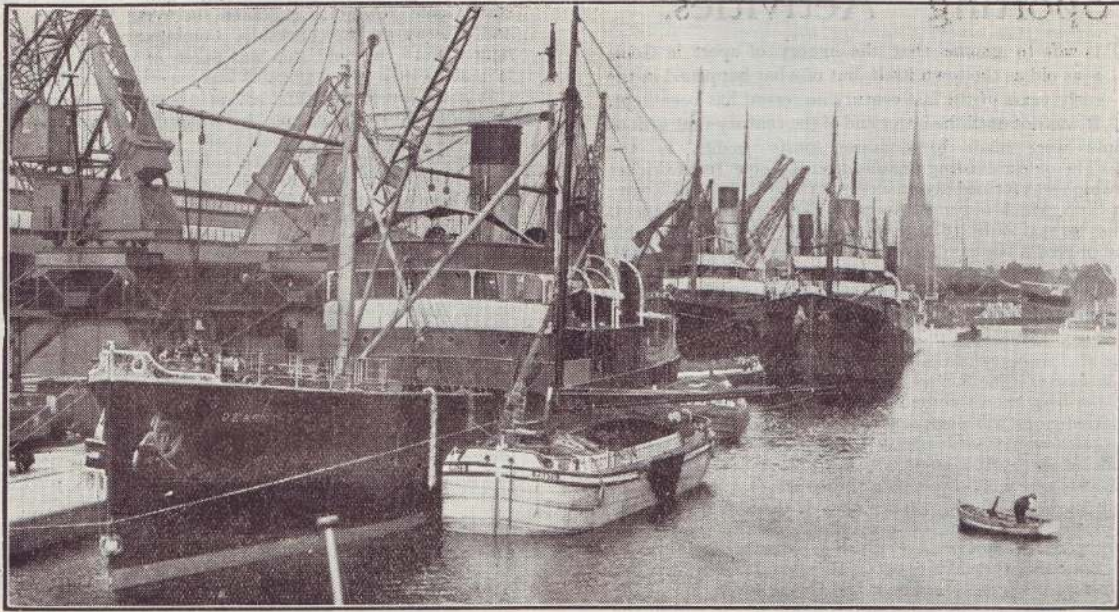
DEAR SIR,

HOUSE OF COMMONS.

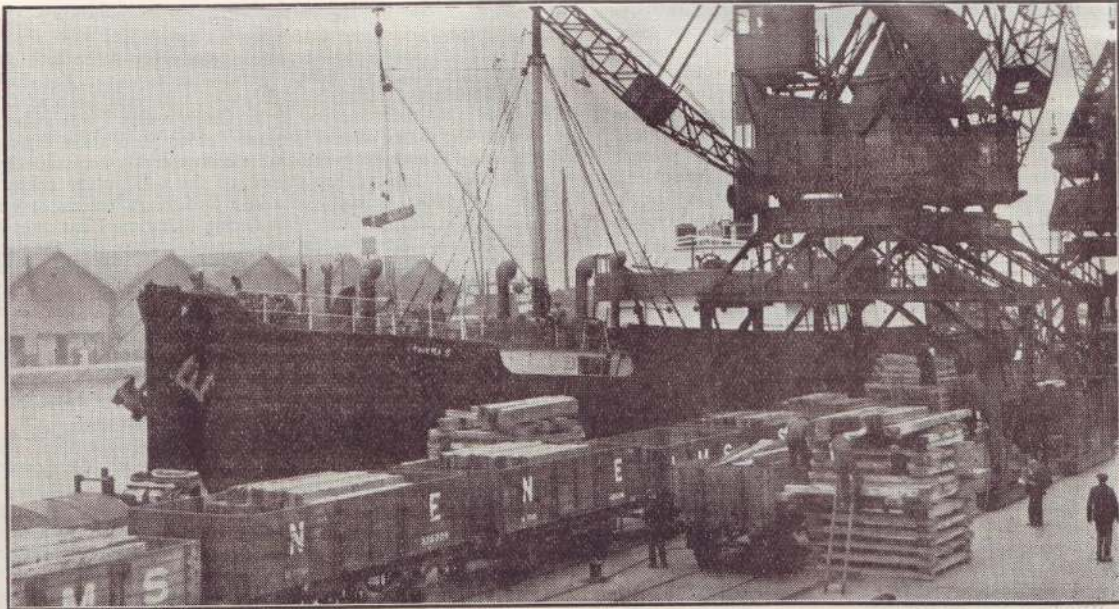
May I be allowed to congratulate Goole upon its attainment of borough powers, and to hope sincerely that its improved civic status will coincide with an improvement in trade and industry to the mutual advantage of all in the town and port?

Yours sincerely,

TOM SMITH.



IN THE WEST DOCK—Ships lying alongside the North Quay.



FROM SHIP TO RAILWAY.—Unloading timber at the West Dock.

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