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Please cite this publication as follows:

Stevens, C. (2013) A life of public service, the career of Benjamin Owen Davies, 1866-1958. *Cleveland History: The Bulletin of the Cleveland and Teesside Local History Society* (104). pp. 3-22.

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A Life of Public Service: the Career of Benjamin Owen Davies, 1866-1958

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1

The assumption that early and mid-twentieth-century British politics was determined nationally by class alignment has, it might be surmised, led to a decline in the number of detailed local studies of the sort, which historians of the nineteenth-century use to understand political change. Teesside is an area of particular neglect. Neither Stockton-on-Tees, which elected the Tory, Harold Macmillan, in 1924, 1931 and 1935, nor Middlesbrough, where an authentic Liberalism held sway until 1945, meet the expectations of the class-based model. Only a detailed local study will fill the gap.¹

The lack of interest in twentieth-century local studies has, in turn, led to the neglect of a number of local actors, those who either forsook, or were unable to acquire, a rôle on the national stage, but were, nevertheless, significant in a local or regional setting. One such was Benjamin Owen Davies (1866-1958). B. O. Davies was, as his obituary in the *North Eastern Daily Gazette* put it, 'a leader of men who played a conspicuous part in the development of Tees-side.'² He is, however, little known outside the north east. His obituary in the *Times* was little more than the notice of his death, and did little to celebrate his achievements.³ Nor did he have an entry in *Who's Who*. Academics have followed suit. Davies has a small walk-on part in a number of books about aspects of Teesside, but is otherwise absent. Yet, Davies held a number of significant rôles in the public life of the North Riding of Yorkshire. Entering politics only after the First World War, by which time he was in his fifties, Davies was largely responsible for acquiring borough status for

Redcar. In others, that might be the pinnacle of their career. However, Davies played a key role in the institutions that steered Teesside out of recession in the 1930s. Then, as the end of the war approached, he was one of those who took the lead in ensuring that the old guard were replaced by a more dynamic generation. Although nearing eighty, he did not leave public life, but held the office of Chairman of the North Riding County Council until he finally retired just before his death in 1958, aged 91.

Until 1945, Davies' career intersected on more than one occasion with that of the better-known local politician, William Crosthwaite.⁴ Crosthwaite, like Davies, made his money in shipping: in his case in the tugboat industry. Politically, however, they were very different. Davies belonged to the traditional, but relatively party apolitical culture of North Yorkshire; Crosthwaite was a staunch and partisan Conservative, with a political base in the county borough of Middlesbrough, where, given the Liberal and then Labour nature of the town, his career was likely to be circumscribed. Both men appeared in significant roles on the Teesside stage during the fifteen years after the end of the Great War. Davies made the earlier contribution, which is unsurprising, given that he was older and a businessman, whereas the tugboat industry required owners to be hands-on. Davies was the more important figure during the 1930s and early 1940s. He was a key member of the political network dominating the Teesside sub-region, and the driving force on the Tees Conservancy Board of Commissioners. However, during the war he was eclipsed by Crosthwaite, who dominated the politics of the region from 1942 to 1945. The end of the war, however, saw a new generation at the sub-regional tiller. Crosthwaite, ejected from the Middlesbrough Corporation by the incoming Labour majority left public life altogether. Davies, in contrast, continued to play a notable role on the regional stage long after Crosthwaite left politics.

This short paper cannot expect to do justice to such a remarkable career as that of Davies. A full understanding of Davies' contribution can only come if the events in which

he was involved are examined at length, and that needs a fuller study of the local politics in which he engaged. It will, nevertheless, sketch out the main contours of his career.

2

Benjamin Owen Davies was born in Merthyr Tydfil in 1866. He was the son of William Arthur Davies of Isloed and he was educated in Swansea.⁵ Migration from Wales to Teesside was not uncommon.⁶ In 1891, Davies came to the area, he said, for the sake of his health.⁷ He joined Messrs John M. Lennard and Sons, shipbrokers and Middlesbrough's oldest shipping firm, founded in 1851, and moved to Redcar. In 1901, he married Anna Maria Barlow, daughter of Henry Price and widow of Thomas Barlow. Anna was a musician who studied at the Royal College of Music, "obtaining her degree and winning the chief prize of her college for her year-in elocution."⁸ Anna Davies predeceased her husband, dying in 1954, but they had their golden wedding anniversary in 1951. There was a thriving Welsh community on Teesside and Davies appears to have retained his identity as a Welshman. He was Chairman of the Cleveland and South Durham Welsh National Society, which presented him with a silver salver in 1922, on the occasion of which the *Cleveland Standard* noted that "B.O. Davies was recognised by the Welsh people for his great generosity in giving to the Eisteddfods and other worthy causes."⁹

There is, as yet, little available detail on Davies's business career. He was successful at Lennard, which he joined 'as a clerk and rose to the position of principal of the firm.'¹⁰ He was the Managing Director of both John M Lennard and Sons and Lennard Carrying Co Ltd by 1919,¹¹ positions that he held for over thirty years, retiring in, or around, 1949.¹² By 1906, he was manager of the Leven Steamship Company Ltd, an interconnected business, of which he was Chairman when it was wound up in 1920.¹³ The *Directory of Directors* records that he had become Chairman of both firms by 1949, continuing to do

so until the 1958.¹⁴ As well as working for Lennard, he developed other interests on the River Tees. The *Directory of Directors* for 1919 records that he was a director of both the Cleveland Shipping and Lighterage Company¹⁵ and W. R. Moon & Co Ltd. By 1924, he had added directorships of the Durham and Cleveland Trading Company Ltd¹⁶ and the Vale Shipping Company Ltd to his portfolio. The connection with Vale Shipping Company ended sometime after 1937, and that with W. R. Moon sometime after 1940.¹⁷ The others continued. By 1952, he was Chairman of both the Cleveland Shipping and Lighterage Company and the Durham and Cleveland Trading Company Ltd, remaining so until his death.¹⁸ In addition, Davies was a director and chairman of the Erimus Chambers Co. from the 1920s until his death. The Erimus Chambers in Queens Square, Middlesbrough housed the offices of Lennards, W. R. Moon, the Cleveland Shipping and Lighterage Company and the Durham and Cleveland Trading Company, as well as other, non-shipping, offices, and this offers a probable connection. It was also in business that Davies' and Crosthwaite's paths crossed. When the Florence [Tugboat] Company was incorporated in 1902, Davies became one of two directors. Crosthwaite became a shareholder of the firm in 1904 and became its manager in 1906. Davies continued to be a director in 1906, but ceased to be so by 1909, when the firm was reconstituted as the Tees Tug Company, the firm with which Crosthwaite became associated.¹⁹

The *North-Eastern Gazette* noted that Davies was 'intimately associated with most of the organisations connected with North-East shipping'²⁰ He was the Honorary Secretary of the Tees District and Whitby Shipowners' Association. He was the Secretary of the Tees District of the Shipping Federation from 1921-1949.²¹ He as a founder member of the Middlesbrough and District Association of Shipbrokers, and its first President, serving as such for three years.²² He also took an active part in the negotiations which led to the inception of the national body, the Institute of Chartered Shipbuilders, by Royal Charter in 1920, becoming one of the first two Vice-Presidents of the Institute, and one of the first members of the Council. He became President in 1935, in succession to Lord Glanely,

and became the first Middlesbrough man to hold the presidency of the Institute,²³ in which capacity he “emphasised the necessity of urging for professional status of [the] Chartered Shipbroker.”²⁴ He was the Vice-Consul for Finland, and was honoured with the rank of Officer of the First Class of the Order of the White Rose of Finland in May 1934 “in recognition of the services he has rendered in fostering trade relations between the two countries, and contributing to the feeling of friendship which unites them.”²⁵ As a successful businessman, Davies acquired business interests beyond shipping. He was Chairman of Middlesbrough and Redcar Branch of the York Savings Bank, from the 1930s, and Deputy Chairman of York County Trustee Savings Bank from the early 1950s until his death.²⁶

3

It was in Redcar that Davies made his earliest public impact. He became a JP for the North Riding in 1919 and was elected to Redcar Urban District Council for the East Coatham Ward at a bye-election in 1920, beating ‘a farmer’ by 526 votes to 197.²⁷ He became Chairman of the UDC in April 1921,²⁸ a post to which he was re-elected in 1922,²⁹ and, as such, took the lead in presenting the Town’s successful petition of incorporation in 1921, speaking to the petition and personally providing some finance. In addition, as the *Cleveland Standard* noted, he ‘came forward with the offer of robes for the Redcar’s alderman, and a sum of money to defray the cost of arms from the Herald’s College.’³⁰ Once a municipal borough in 1922, Redcar Council could elect aldermen, and Davies became a founder Alderman on 4 November 1922. He was also chosen as the charter mayor in 1922. That was the first of three consecutive years as mayor, the second election to which was accompanied by a gathering in Redcar of local and regional dignitaries to celebrate his re-election. He thereafter became Deputy Mayor.³¹ He was chairman of the Redcar Health, Housing and Sanitary Committee, and he was also a member of Guisborough Board of Guardians, which covered the Redcar area.³² He was

a Governor and then the Chairman of Governors of Coatham School, Redcar. In September 1932, Davies became the second man to receive the Honorary Freedom of Redcar.³³ He announced his decision to leave Redcar Council in 1937. A deputation of six failed to persuade him to reconsider.³⁴ By that time, he was 70. However, whereas most people might have expected to be part way into retirement at that age, Davies continued to be active in the institutions related to the River Tees and pursued another career on the North Riding Council.

4

Until the establishment of the Teesside County Borough in 1968, local Government on Teesside was fragmented between a number of local authorities. South of the river there was the county borough of Middlesbrough, still dominated by the Liberal Party, but with an increasingly effective Labour Party. The municipal borough of Redcar and the urban and rural districts south and east of Middlesbrough were part of gentry-dominated North Yorkshire County Council. County Durham lay north of the river and included the municipal boroughs of Darlington, Stockton-on-Tees and the urban district council of Billingham.

Alongside these, and prompted in part by concerns of industrial decline, a number of institutions developed a sub-regional focus. Davies was in the forefront of these. When the Stockton and Middlesbrough Chambers of Commerce merged as the Tees-side³⁵ Chamber of Commerce in 1928, Davies was the first president of the merged Chamber, serving as such three times, 1928/9, 1929/30 and 1930/1.³⁶ Threat of recession and the need to attract investment led to the establishment in April 1931 of the Tees-side District Development Board, an off-shoot of the Tees-side Chamber of Commerce but including representatives from local authorities. Davies presided at the meeting held to set this up and became a member of the Board, last attending in 1937, the year he left Redcar

Council.³⁷ When the Unemployment Act, 1934, created the Unemployment Assistance Board, Davies became a member of its Middlesbrough and District Advisory Committee.³⁸

Davies was also involved in regional planning arrangements. The increase in the planning obligation imposed on local authorities through the Housing, Town Planning, etc Act, 1919 and the Town Planning Act, 1925, were primarily urban and therefore had less impact on the work of county councils. However, following a report by Professors Abercrombie and Adshead, entitled *The South Teesside Regional Planning Scheme* in 1925,³⁹ a Joint Town Planning Committee was set up for the area south of the Tees, covering Middlesbrough, Thornaby, Eston, Redcar, Saltburn and Marske, and parts of Stokesley Rural District in 1930.⁴⁰ The relevant North Riding County Councillors were members of the Planning Committee, Davies included. Davies was chairing the Committee by at least July 1932.⁴¹

Davies also played a significant role as a Tees Conservancy Commissioner, a body established by a private act of Parliament in 1852, as a replacement for the Tees Navigation Company, and charged, like its predecessor, in keeping the River Tees navigable. Its membership included local government representatives from Middlesbrough and Stockton, Yarm ratepayers, government nominees made by the Admiralty, and, from 1874, Stockton and Middlesbrough shipowners and traders.⁴² Davies was selected to represent Middlesbrough shipowners as a Tees Conservancy Commissioner in 1915, a position he held until 1957.

A detailed account of the River Tees Conservancy Commissioners is central to Michael Le Guillou's history of the river Tees.⁴³ Since their establishment, the Tees Conservancy Commissioners had been dominated by Teesside's iron and steel aristocracy. When the chairmanship of Sir Hugh Bell came to an end in 1931, the Commission turned to the prominent ironmaster, Francis Samuelson.⁴⁴ He, however, was seventy on appointment

and by then living at Breckenbrough Hall in Thirsk, and he was unable to give the Commission the dynamic leadership it needed. Although he continued as Chairman both of the Board of Commissioners and of its Parliamentary Committee until 1942, authority passed to the Works Committee, to the chair of which Benjamin Davies was elected in 1935.⁴⁵ By the outbreak of war Samuelson, who was eighty in 1941,⁴⁶ attended meetings only sporadically and Davies became de facto deputy chairman. He chaired the first five monthly meetings of the Board in 1940 and then throughout 1941 and early 1942 on the not-infrequent occasions when Samuelson was unable to attend, and he did so when both John Wesley Brown, the former Middlesbrough M.P., who was elected to the chair of the Finance Committee in 1937, and Crosthwaite were present.⁴⁷ This ad hoc arrangement was clearly an unsatisfactory solution, and the decision was taken to create the office of Deputy Chairman in early 1942.⁴⁸ On the occasion of the first election to this post, Davies was nominated first, but a challenge by Crosthwaite succeeded by 11 votes to 5.⁴⁹ Thus, when Samuelson resigned in November 1942, Crosthwaite became Chairman unopposed.⁵⁰ Given available sources, one can only conjecture as to why Davies lost this contest. Perhaps, there is no significance at all. Second, perhaps, Crosthwaite's career merely overtook that of Davies, whom he had already succeeded as President of the Tees-side Chamber of Commerce and as Chairman of the Tees-side District Development Board. Crosthwaite, an Alderman for the Middlesbrough county borough and mayor three times from 1939-1942, was, as Le Guillou noted, 'perhaps, the most outstanding personality in local affairs throughout the war years.'⁵¹ He had also played a not-insignificant role in the re-structuring of Dorman Long in the mid 1930s.⁵² Third, perhaps, Crosthwaite's victory represents the importance of Middlesbrough within the Commissioners. At least until the outbreak of war, Crosthwaite was a partisan figure in Middlesbrough politics, apparently anti-labour and anti-union. Yet, his nomination was proposed by Tom Meehan, the Middlesbrough, Labour politician.⁵³ Finally, perhaps, Crosthwaite offered the drive that Davies lacked.

The minute books of the Tees Conservancy Board for the inter-war period offer little detail. Le Guillou's account supplements these with interviews and private information. Le Guillou's work acknowledges the important role that the Tees Conservancy Board played with regard to industrial regeneration during the inter-war period.⁵⁴ He also recognises the role of Davies. Of affairs at the outbreak of war, he writes that 'men like B. O. Davies, Tom Meehan, and W. H. Crosthwaite became extremely important leaders in the affairs of the river [Tees].'⁵⁵ There is nothing readily available, however, to indicate exactly what role Davies played or what policy positions he held. As the managing director of a major shipping firm during a period where the inadequacies of the docking arrangements on the River Tees posed a significant economic obstacle, Davies must have had a view about improvement. Le Guillou tells us that Davies 'was an outspoken critic of the Middlesbrough Dock' and cites his opinion that 'the congestion at the dock had "well passed the stage where it may have been termed a grave inconvenience – today it has become a serious handicap to the port and consequently is militating towards the prosperity of Middlesbrough and its industries."⁵⁶ Other than that, we know little about Davies' contribution. The *Cleveland Standard*, the Redcar-based newspaper that gives the most information about Davies, reveals nothing about his political and economic opinions.

This may have been because the leadership offered by Davies was characterised by steadiness rather than by drive, and that may have been the reason why Davies did not become deputy chairman and then chairman of the Board in 1942. Crosthwaite, in contrast, offered more dynamic leadership. In 1941, he pressed for the Board to set up a sub-committee on post-war development and, once Chairman, he sought to re-structure the organization of the Board. He also facilitated the emergence of George West Byng as the driving force among the Commissioners. In particular, he sought to use the Board as an arena in which to pursue the policy of creating a single local government unit, in a move that pre-figured the creation of the Teesside County borough.⁵⁷

Although Crosthwaite secured the leadership of the Board of Commissioners in 1942, Davies was not entirely eclipsed. He became deputy chairman in 1942 in succession to Crosthwaite.⁵⁸ He was also a member of all the key committees. He was one of three on the Parliamentary Committee, one of eight on the Post-War Development Committee, and one of six on the Consultative Committee.⁵⁹ He continued to chair the Works Committee and from 1943, at least, he was an ex officio member of the Finance Committee.⁶⁰ If the membership of these is in any way a reflection of where power lay among the Commissioners during the war-time period, then it lay with a small group of individuals, in particular, Crosthwaite, Davies, Brown (until his death in 1944) and one or two others, such as Meehan and Sir (George) Tristram Edwards (1882-1960), President of the Shipbuilders Employers' Federation. Emergent, alongside this group was George West Byng. Crosthwaite may have been responsible for bringing Byng on to the Board, as Le Guillou claims, hinting that it was part of a modernising strategy.⁶¹ Byng was a former senior member of Barclays Bank, who had acquired connections with Dorman Long, as had Crosthwaite. However, as the minutes record, it was Edwards who recommended Byng as a Commissioner,⁶² and it was Davies who formally proposed Byng as Chair of the Development Committee in 1943.⁶³

In 1945, Davies, Edwards and Byng came together in what became the only visible division between the Commissioners since the appointment of two trade unionists, Thomas Meehan and R. S. C. Wilkinson in 1931.⁶⁴ In 1945, Crosthwaite was removed as a Middlesbrough Alderman by the Labour Majority.⁶⁵ Although a nominee of the local authority as a Tees Conservancy Commissioner, he had a year to go before he had to leave the Board, and le Guillou is confident that no challenge to Crosthwaite as Chairman was expected.⁶⁶ In the event, however, there was a challenge. Byng was nominated by Sir Tristram Edwards, and seconded by Benjamin Davies, and won by thirteen votes to eight.⁶⁷ In the view of Michael le Guillou, Crosthwaite, 'an outspoken

person and had made numerous business and political enemies', was 'the victim of a "palace revolt"'.⁶⁸

The question here is whether Davies seconded Byng because he was a business and political enemy of Crosthwaite, and whether he was a ring leader in a palace revolt. Politically, as has been noted, they were certainly different. In business terms they had once been happy to give the appearance of being relatively close. In 1936, a dinner was held in honour of Davies by the Middlesbrough District Chartered Shipbrokers at the Grand Hotel, Middlesbrough, in recognition of his election as President of the institute of Chartered Shipbrokers. All four borough mayors attended, those for Middlesbrough, Redcar, Stockton and Thornaby, as did Crosthwaite, who declared of Davies:

"He is a man whom I am proud to call my friend. I should like to publicly record that fact that my entry into this business which carries my name was entirely due to Alderman Davies. In face of some unofficial opposition he succeeded in placing a stepping stone under my feet. Neither he nor I could have guessed at that moment where that step might lead."⁶⁹

This may have been no more than civic courtesy, or it may have ceased to be true a decade or so later. However, there is no ostensible reason for supposing that Davies had any animosity towards Crosthwaite, even though the latter had successfully challenged him for the deputy chair in 1942. The minute books do not offer evidence any obvious divisions of opinion among the Commissioners in the intervening period, but they do show that Byng was beginning to give the focused leadership that the Board may have sought when they offered preferment to Crosthwaite in 1942. Perhaps, Crosthwaite's ability to offer direction had been brought into doubt by his diversion into the issue of local government structure, an area where he had been without success: or perhaps he was now seen as moribund due to his exclusion from Middlesbrough Council. It might also be noted that, although Crosthwaite was at his most politically confrontational with the Labour Party and with the Unions, R S C Wilkinson, a trade unionist, seconded him.

Wilkinson had Middlesbrough links, as did Edward Spense, Crosthwaite's proposer, in contrast to his opponents, and Davies, we know, was not a supporter of Middlesbrough's interests. None of this comes anywhere near to establishing any particular set of dynamics in the 1945 election to the chair, and it may be that there were none. It is interesting that following his defeat by Byng, Crosthwaite, nominated Davies as Deputy Chairman, to which office he was elected unopposed.⁷⁰ Again this proves nothing. It may have reflected the surface civility with which business was done, or it may indicate that Crosthwaite and Davies remained on good terms throughout the proceedings.

Byng's tenure as Chairman of the Board was marred by ill-health, which caused his departure from office in 1951. Davies remained Deputy Chairman until 1951 and was Chairman from 1951 to 1957.⁷¹ Le Guillou's comment on this is not particularly favourable. Given, he writes, 'that B. O. Davies remained Chairman of the Commissioners until 1957, when he resigned at the age of 90, it could be argued that the Commission suffered from the lack of new blood.'⁷² By that time Davies had been a Commissioner for 42 years.

Seniority in one or two key institutions on Teesside led to other roles. Davies became the Commissioners' nominee to the Executive of the Dock and Harbour Authorities Association in 1937,⁷³ and the Commissioners' representative on the Ministry of Labour Local Employers Committee a year later.⁷⁴ More significantly, Davies was the nominee of the Board on the Tees Pilotage Commission in December 1918. The Commission was reconstituted as the Tees Pilotage Authority, by the Tees Pilotage Order Confirmation Act, 1922, which came into force on 31 May 1922.⁷⁵ Davies was nominated to the reformed body as a representative of the Tees District and Whitby Shipowners Association. He was elected Chairman of the authority on the 15 January 1923, a position he held until his death in August 1958. Two pilot cutters were named after him, the *B. O. Davies* and the *Alderman B. O. Davies*, and a reproduction of a painting of the

Alderman B. O. Davies, by John C. Stewart adorns the cover of Stuart Hellier's book to mark the centenary of the independent pilotage service on the River Tees.⁷⁶ In Hellier's words, Davies, after his election as Chairman, 'guided the affairs and policies of the Authority for the next 35 years.'⁷⁷

Davies was also a member of the Tees Port Sanitary Authority. The Public Health Act, 1875, allowed the Local Government Board to constitute a permanent Port Sanitary Authority by Provisional Order, either from a riparian authority which contained or abutted a port, or, as in the case of Tees Port, from combined riparian authorities. The Tees Port Sanitary Authority was constituted on 2 January 1886⁷⁸ and comprised nominees of Middlesbrough County Borough, Stockton Borough Council, Stockton Rural District, South Stockton,⁷⁹ Redcar Borough, Eston and Normanby,⁸⁰ all of whom had to be members of local authorities.⁸¹ It was re-named the Tees Port Health Authority by the 1936 Public Health Act. Davies became a member of the Authority in 1924, as a representative of Redcar, remaining so until he became ineligible on leaving the council in 1937. He was never particularly prominent within the Authority, although he could be found chairing a meeting in 1935, and he served on the finance committee in 1933-4.⁸²

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Davies did not engage with the Shipping Federation, other than with the district branch.⁸³ He was, however, involved for an extensive period with the National Joint Coal Trimming Committee. This was set up in 1921, as part of the negotiations between the Shipping Federation and the Unions to establish a national tariff for coal trimming. Its "main function was to interpret the tariff in the event of disputes and to revise it from time to time to meet changing circumstances."⁸⁴ In doing this, it could build on a tradition of arbitration in the trimming trades.⁸⁵ By 1916, there were two main coal trimming unions.⁸⁶ These were the Cardiff, Penarth and Barry Coal Trimmers Union, which had been formed in

1888, and the North of England Trimmers and Teemers Union, based in Newcastle, and formed in 1902.⁸⁷ In some areas, trimmers were members of the National Union of Railwaymen, or of general unions.⁸⁸

Coal trimmers were ship-board workers who stowed coal in the holds of ships, so that the coal would not shift and endanger the vessel. In contrast, coal tippers, or coal teemers, as they were also termed, were shore-based workers who tipped the coal from coal trucks into the ships.⁸⁹ Our main understanding of coal trimming derives from a detailed study by Martin Daunton.⁹⁰ Daunton notes that whereas trimmers were traditionally deemed to be skilled and tippers were traditionally deemed to be unskilled, this ceased to be the case after sailing vessels with narrow hatches and irregularly shaped holds were replaced by steamers with large hatches and better holds, with the result that the coal trimmers shovel could be replaced by movable shoots which could manage the flow and direction of the coal. Indeed, Daunton suggests that trimming had become superfluous as a specialised trade by the 1890s, and was only maintained by the structure of the labour market. For, although tippers were employed by the dock companies which generally had similar interests to the shipowners in this matter, trimmers were paid and controlled by the coal shippers, who charged ship owners, like Davies, a tariff for this service.⁹¹ Looking at the relationship between trimmers, coal shippers and ship owners in Cardiff and at the 'protracted [tariff] negotiations of 1902-7', Daunton's concludes that the privileged position of the trimmers rested on the dynamics of this relationship, and that the strength of the trimmers 'rested upon the support of the coal shippers against the shipowners.' These interactions were not conducive to industrial militancy, which 'would have alienated the coal shippers and led them to side with the shipowners.'⁹² This dynamic was reinforced by divisions, also, on the labour side. The trimming trades were divided into foremen, gangmen and hobblers. Foremen and gangmen managed entry into the trade to ensure that they received regular work and a higher premium. Hobbler were casual labours who did the bulk of the labour but received a small part of the

payment, and no guarantee of work. The Cardiff tippers belonged to the Dockers Union, and Daunton notes that in 1890 a large number of hobblers joined the Dockers Union in opposition to the power of the foremen.⁹³ Unlike the tippers, these, however, did not join the Cardiff Dock strike of 1891, the events of which consequently enshrined the position of the Cardiff Trimmers Union.⁹⁴ Thus, although coal trimmers participated in the 1911 seamen's strike,⁹⁵ their reputation was for avoiding militancy.⁹⁶

Not all coal trimming fitted this industrial pattern. Middlesbrough was not one of the main coal trimming ports in the north east; those were Tyne, Blyth and Wear.⁹⁷ In contrast to the Cardiff Union, the North of England Trimmers and Teemers Union united trimmers and tippers. It also had closer links with the broader union movement, joining the National Transport Workers Federation earlier than the Cardiff Union, which declined to join the Federation until 1913. It was one of the constituent parts of the Transport and General Workers' Union, when it was formed in 1922, whereas the Cardiff Union did not amalgamate with the Transport and General Workers' Union until 1967, remaining part of the reconstituted National Transport Workers Federation instead.⁹⁸

The National Joint Trimmers Committee held its first meeting in January 1920, bringing together representatives of shipowners and the National Transport Workers Federation to consider the national trimming tariff.⁹⁹ The employers' side and the secretariat was appointed by the Shipping Federation, and the Committee met at the Federation Offices.¹⁰⁰ J. T. Clatworthy, Secretary, later President of the Cardiff Union, was present at the first meeting and became the leading member on the Union side.¹⁰¹ The Joint Committee successfully negotiated a 25 per cent reduction in wages in 1922, and played a role in settling the dispute in 1924.¹⁰² The Shipping Federation sought a further reduction of $16\frac{2}{3}$ per cent in 1926, a reduction of 50 per cent in comparison with 1921. The Committee was unable to secure agreement and successfully applied to the Ministry of Labour to have its proposals referred to a Committee of Inquiry. That in turn

recommended a reduction of $6\frac{2}{3}$ per cent, which was accepted by both parties.¹⁰³ In 1932, the ship owners again turned to the Joint Committee to negotiate successfully the 10 per cent reduction that it had failed to achieve in 1926. The result was a total reduction of 45 per cent since 1921, which came into force on 1 January 1933.¹⁰⁴ The Joint Committee also negotiated the settlement of a dispute in Leith in 1924, which threatened to ignite a national strike. On that occasion, the Leith employers rejected the agreement. A statement of outrage was issued by the Shipping Federation, and the dispute was settled by a Court of Enquiry, set up by the Ministry of Labour.¹⁰⁵

Davies was elected as Chairman of the Joint Committee in 1934, in succession to J. E. Tulley, head of a Newcastle Shipping firm, who held the position from inception in 1920 until 1923,¹⁰⁶ and Daniel Radcliffe, the prominent Cardiff ship owner, who held it from 1923 to his death in 1933.¹⁰⁷ At the meeting on 18 January 1934, the committee secretary announced the death of Radcliffe and announced the following.

The Chairman of the Committee had always been a representative of the Owners Side, but the Owners would be glad to welcome as the new Chairman a representative of the Trimmers.

Mr. Clatworthy, in reply, thanked the Owners, but said that his Side (sic) would prefer that an Owners representative should again be Chairman. On his proposal, seconded by Mr. R. H. Reed, Mr. B. O. Davies was unanimously elected Chairman.¹⁰⁸

There is no indication of how the nomination of Davies came about. He had not attended the Joint Committee before the start of his term of office, and he did not attend after the end of it. The likeliest explanation is that he attended the meeting in 1932 in order to be elected as chairman. He was an active chair who attended regularly, and who presided over a number of key issues that affected the trade, such as superannuation and tariffs, the regulation of self-trimmers and easy trimmers, those ships that could be loaded by machinery, and the loss of vessels at sea. He led the Joint Committee through the War and during reconstruction, opposing an increase of the tariff in 1947, citing the desire of

the Attlee government to keep cost down.¹⁰⁹ When he retired from the post in 1950,¹¹⁰ he had held the chair longer than any of his predecessors had or his successors were to.

6

Benjamin Davies was elected to the North Riding County Council as the representative of Redcar East in 1922, alongside Sir Hugh Bell, who was elected for Redcar West. He served as a councillor from 1922 to 1929, when he was elevated to the Aldermanic Bench,¹¹¹ an office he filled from 1929-1958. He was also the chair of the Health Committee.¹¹² In 1938, Davies was nominated for deputy chairman of the North Riding County Council. Unusually, he found himself facing Labour Party opposition, in a rare, contested election. Alderman William Thomas Mansfield, MP for the Cleveland Division from 1929-31 and the prospective Labour candidates for the Division nominated the local miners' leader, Alderman Harry Dack, who had unsuccessfully contested the Cleveland Division in 1918 and 1922. Davies won comfortably, by 45 votes to 25. It may, however, be significant that Dack's nomination was followed by that of Sir Bedford Dorman, who declined to stand.¹¹³ Dorman, described in the House of Commons as a 'fine chairman of the 'Tory-dominated' North Riding County Council Education Committee, a position he held from 1936-1948, was the leading Conservative on the Council.¹¹⁴ It is just conjecture, but it is tempting to see Dorman's nomination as a Conservative reaction to what was perceived as Labour Party intrusion into non-partisanship. Davies continued as Vice Chairman until 1942, when he became the seventh Chairman in succession to William Fry Whitwell in 1942. Davies was unopposed, and Dack becoming Vice-Chairman.¹¹⁵ Whitwell, High Sheriff of Yorkshire in 1919/20, was a former Yorkshire first-class cricket player, who played as a "gentleman" between 1890 and 1900, His wealth originated from Whitwell and Company, the Thornaby Iron Manufacturer, dating from 1859. However, by William's time his family, of Langbaugh Hall in Great Ayton, had taken up its place among the Yorkshire gentry families that dominated the North

Yorkshire County Council. Davies was perhaps unusual in acquiring such a significant role in the Council, given his lower-middle-class origins. He retired from the Council just before his death in 1958.

7

Despite all the information about him, gathered for this paper, there is little indication of what Davies was like as a person. Most of the comments about him in the press are similar to the more extensive assessment made by Hugh W Cook in the *Cleveland Standard* in 1933.

'These associated with Alderman B. O. Davies' public life, have always found him a loyal colleague. He has never once shirked grave issues. He is happy in situations calling for calm and clear thinking, and when the need has been for leadership he has always been there. He has been one of the inspiring forces of the Teesside Chamber of Commerce, and at times when the outlook was very dark and depression rife around, he never lost faith in the future of Teesside.'¹¹⁶

In addition to his donations to council events, including the donation of robes and chains in 1922,¹¹⁷ there are the usual accounts of his generosity, and that of his wife. In 1923, he gave £100 to the council in order that no child might go bootless during the on-coming winter,¹¹⁸ and in 1925, his wife gave £50 for a nursery in Coatham, together with toys for babies.¹¹⁹ He and his wife were dog lovers and when the Cleveland Dog Society, was established at a meeting at the Station Hotel in Redcar in 1924, adopting Kennel Club rules, Davies became the first President.¹²⁰ In 1926, the *Cleveland Standard* recorded an act of kindness in which Davies gave to a defendant at his court the amount required to renew his dog licence, as the defendant stated that his dog licence was out of date, and could not afford a new licence for the dog which he was keeping for his little boy who was in hospital.¹²¹ These stories are not atypical of a man of his status in this period.

Davies' political position remains hidden. A lifelong member of the Congregational Ministry, he was elected president of the Redcar Liberal Association in 1913, a post he held in 1922,¹²² and he is remembered in Redcar as a Liberal Party mayor. However, there is no indication in the local press that he had any political involvement after 1922. Davies was President of the Redcar Branch of the League of Nations which might indicate a Liberal disposition, but not inclusively so. That Davies was a Liberal in the early 1920s, cannot be taken as an indication of life-long partisanship. One obituary notes that he was a friend of the Darlington, Liberal press baron, Sir Charles Starmer, an Asquithian Liberal during the War, who was MP for the Cleveland Division of the North Riding, 1923-24, and who served on the Executive Committee of the National Liberal Federation from 1928 until his death in 1933.¹²³ This does not necessarily mean, however, that they followed the same political path. There is no available correspondence between the two of them, nor any other indication of the nature of their relationship. Many men such as Davies had become Conservative supporters by the end of the decade; others became National Liberals in 1931. There is also the possibility that Davies became effectively apolitical. He is not found at political meetings or on the hustings. The alliances Davies formed as a Tees Conservancy Commissioner and on other such bodies do not seem to have been driven by politics. Traditionally, North Riding County Council election candidates did not use party labels,¹²⁴ and he does not seem to have been part of a political group on the County Council. In other respects, Davies had some of the core attributes that one associates especially but not exclusively with members of Conservative élites. Like Crosthwaite he was an active Freemason, a member of the Ferrum Lodge.¹²⁵ Like most members of the borough élite, he was a member of the Cleveland Club in Middlesbrough,¹²⁶ which dated from 1869 and comprised 'the manufacturers and chief merchants and professional gentlemen on the town and neighbourhood,¹²⁷ and he was elected the first President of the New Zetland Club, presiding at its opening by the first Marquess of Zetland in October 1924.¹²⁸ Both the first and second Marquess of Zetland were prominent Tory politicians. However, the

Zetland Club was a middle-class social club in Coatham Road, housing billiards and bridge tables, with local head teachers and doctors among its membership, rather than a political club, as evidenced by the casualty list, when it was destroyed by a direct hit from a German high-explosive bomb on 21 October 1941, with fifteen of the twenty-one people present killed, including the Mayor.¹²⁹ There is no evidence that Davies belonged to its Conservative, political counterpart, the Redcar Constitutional Club, founded in 1898, which had the Earl of Ronaldshay, later the second Marquess of Zetland, as its President.¹³⁰

8

Despite his many achievements, B. O. Davies is remembered little in Redcar and less elsewhere. However, he might be regarded in a number of important ways. He was, after all, someone who rose from a relatively humble background to be head of a major shipping firm and to hold a number of key appointments in the shipping business. As he politician, he must have been effective, or he would not have been as successful as he was, and his action in supporting Byng in 1942 shows that he could be decisive and perhaps ruthless. However, he did not build up a powerbase within a political party or through a political network, as Crosthwaite did. As a businessman, he was never a member of what might be termed the industrial aristocracy, unlike the Teesside iron and steel masters, such as the Bells, Samuelsons and Dormans, who had previously dominated the civic institutions, the top of which Davies surmounted in the 1930s and 1940s. Nor did he ever become a member of the Yorkshire gentry class. Unlike Arthur Dorman, Francis Samuelson and William Fry Whitwell, his predecessor as Chairman of the North Riding County Council, Davies was never the High Sheriff of Yorkshire, nor was he a Deputy Lieutenant for the Riding. A man of a less humble background or with greater political weight with the range of achievements of Davies might expect a knighthood and aspire to a baronetcy.

There remains the possibility that such adornments were available to Davies but that he remained a private and modest person. Indeed, what we know about Davies suggests that this might be the case. Stuart Hellier reproduces a 1948 photograph of the Tees Pilotage Authority members, taken to mark Davies' twenty-five years as chairman. Davies stands to the side of the group, rather than centrally, and sideways on, with the appearance of modesty.¹³¹ Nor was he photographed regularly: the image of his face from this photograph appears to be the one used by the local press to accompany his obituary and other stories. Moreover, the narrow range of political and policy intervention that he made in civic life does not reflect a man who was seeking a public stage on which to act. So the question remains as to why Davies was as successful as he was. Luck and longevity may well play a part. However, it seems very likely that Davies' achievement was due to a combination of administrative skill and a personal and business style that was in tune with the culture of political independence that characterised North Riding public life. Perhaps, the tribute from his deputy, Councillor J. E. Batty, when he stepped down as the Mayor of Redcar in 1932, can serve to sum up his public face.

'As Mayor, Alderman Davies taught us that these [civic regalia] were not the essential things, and what we must honour him for was his never-ceasing efforts, by precept and example, to educate the members of the Council to conduct the affairs of the town in a business-like, becoming and dignified manner, so as to earn the respect and goodwill of our citizens and be an example to our neighbours and friends.'¹³²

It must be hoped that when the history of the region is written, Davies receives the attention that he is rightly deserves.

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- ¹ See, however, Richard Lewis, 'The Evolution of a Political Culture: Middlesbrough: 1850-1950', in A. J. Pollard (ed.), *Middlesbrough: Town and Community, 1830-1850* (Stroud: Sutton, Publishing Ltd, 1996), pp. 103–26.
- ² *Gazette*, 18 August 1958.
- ³ *Times*, 19 August 1958.
- ⁴ Sir William Henry Crosthwaite (1880-1968), KB (created 1939), JP (Middlesbrough), Chevalier de la Légion d'Honneur, 1965.
- ⁵ The following sources have been used to construct the bibliographical data in this article, *Who's Who in Yorkshire (North and East Ridings)* (Hereford: Jakeman and Co, 1935) pp. 55-56, *Kelley's Handbook to the Titles, Landed and Official Classes, 1955*, p. 622, a profile of Davies in the *Standard*, 18 February 1933, and three obituaries, *North Eastern Gazette*, 18 August 1858, *Northern Echo*, 19 August 1858, and *Darlington and Stockton Times*, 23 August 1958. These are not cited in the text unless a reference is specifically required.
- ⁶ I am thankful to Richard Lewis, formerly of the University of Teesside, for this point.
- ⁷ *Cleveland Standard* [hereafter *Standard*], 18 February 1933.
- ⁸ *Gazette*, 9 November 1922.
- ⁹ *Standard*, 9 November 1922.
- ¹⁰ *Darlington and Stockton Times*, 23 August 1958.
- ¹¹ *The Directory of Directors* (1919), p. 301
- ¹² The minutes of the National Joint Trimming Committee indicate that he retired as Managing Director between September 1949 and March 1950, MB, 1936-1960, 10 March 1950, Shipping Federation Records, Modern Records Centre, University of Warwick.
- ¹³ Wreck Report of the SS Forth, 12 October 1906, Middlesbrough Library; *London Gazette*, 13 July 1920, p. 7513.
- ¹⁴ *Directory of Directors, 1949-1958*, passim.
- ¹⁵ A Holding Investments firm, formerly Barge and Lighter Owners. This was closely connected with Lennards. Both were wound up at meetings on 13 April 1959, *London Gazette*, 17 April 1959, pp. 2449, 2553.
- ¹⁶ This survived until 31 August, 1973, *London Gazette*, 10 September 1973, p. 10.794.
- ¹⁷ W. R. Moon was liquidated on 24 February 1955, *ibid.*, 14 January 1955, p. 334.
- ¹⁸ *Directory of Directors*, passim. Entries in this annual directory are too erratic to provide accurate dates.
- ¹⁹ Proud, *Seahorses*, pp. 21-25.
- ²⁰ *Gazette*, 23 July 1935.
- ²¹ L. H. Powell, *The Shipping Federation: A History of the First Sixty Years, 1890-1950* (London: 52 Leadenhall Street, 1950), p. 141.
- ²² *Standard*, 7 March 1936.
- ²³ *Times*, 24 July 1935, *Standard*, 22 July 1935, *Gazette*, 23 July 1935, *Echo*, 24 July 1935, *Shipbroker*, vol. vi, no. 23 (August 1936), pp. 172, 178. When I was preparing this paper, it was hinted to me that there were papers in private hands either for the local or the national Institute of Shipbrokers, but I have failed to locate them.
- ²⁴ *Shipbroker*, vol. vi, no. 21 (February 1936), p. 21.
- ²⁵ *Standard*, 12 May 1934, *Echo*, 24 July 1935.
- ²⁶ *Who's Who in Yorkshire*, pp. 55-56, *North Eastern Gazette*, 18 August 1858, *Directory of Directors*, passim.
- ²⁷ *Standard*, 16 October 1920. Not 1919 as some accounts say.
- ²⁸ *Ibid.*, 23 April 1921.
- ²⁹ *Ibid.*, 22 April 1922.
- ³⁰ *Ibid.*, 18 February 1933. See also, *Gazette*, 9 November 1922 and A. S. Robinson and John E. Batty, *A History of Local Government in Redcar and an Account of the proceedings in connection with the Incorporation of the Borough* (Redcar: Alf A Sotheran, 1923)
- ³¹ *Standard*, 13 March 1926.
- ³² *Gazette*, 23 July 1935.
- ³³ *Standard*, 23 July, 17 September 1932.
- ³⁴ *Ibid.*, 11 September 1937.
- ³⁵ "Tees-side", as opposed to "Teesside", was in use until 1968.
- ³⁶ Not 1927/8 to 1929/30, as in some accounts.

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- ³⁷ Minutes of the Tees District Development Board, 1931-1943, Teesside Archives U/TIDB 1, 27 April 1931, 1 June 1937. Lillie, *The History of Middlesbrough* (Middlesbrough: County borough of Middlesbrough, 1968), p. 107, G. A. North, *Teesside's Economic Heritage* (Middlesbrough: Cleveland County Council, 1975). p. 74, and Proud, *Seahorses*, p. 55, misdate the creation of the Board to March 1930.
- ³⁸ *Hansard*, House of Commons Debates, 5th ser., 29 July 1936, cccxv, 1,542-3.
- ³⁹ Teesside Archives, DC/J/CT/2/34.
- ⁴⁰ Ashcroft, *A history of the North Yorkshire County Council*, pp. 96, 168.
- ⁴¹ *Standard*, 23 July, 17 September 1932, *Who's Who in Yorkshire*, pp. 55-6.
- ⁴² Lillie, *History of Middlesbrough*, p. 121.
- ⁴³ M Le Guillou, *History of the River Tees, 1000-1975* (Middlesbrough: Cleveland County Libraries, 1978), p. 119.
- ⁴⁴ Francis Samuelson. (1861-1946), second son of Sir Bernhard Samuelson, third baronet, 1937 in succession to his brother.
- ⁴⁵ Tees Conservancy Commissioners, Minute Book, 1935-1949 [hereafter T.C.C. M.B.], 3 September 1935. The minute books are in the possession of the Tees and Hartlepool Port Authority.
- ⁴⁶ T.C.C. M.B., 1935-1949, 3 March 1941.
- ⁴⁷ *Ibid.*, passim.
- ⁴⁸ *Ibid.*, 20 February, 2 March 1942.
- ⁴⁹ *Ibid.*, 8 April 1942.
- ⁵⁰ *Ibid.*, 2 and 11 November 1942; *Standard*, 21 November 1942.
- ⁵¹ Le Guillou, *History*, p. 119.
- ⁵² See Christopher Stevens, 'Sir William Crosthwaite and Power on Teesside,' forthcoming.
- ⁵³ T.C.C. M.B., 1935-1949, 8 April 1942. Alderman Tom Meehan (1886-1957), Deputy Mayor of Middlesbrough during the early years of the War, and Freeman of Middlesbrough, 1949, was the leading Labour member of the Tees Conservancy Commissioners.
- ⁵⁴ Le Guillou, *History*, pp. 99-117.
- ⁵⁵ *Ibid.*, p. 119.
- ⁵⁶ *Ibid.*, p. 101. Le Guillou offers no source for this quotation. It may be in the minute books of the Commissioners; not all were available when this author sought to view them.
- ⁵⁷ T.C.C. M.B., 1935-1949, passim. These events will be detailed by the current author elsewhere.
- ⁵⁸ *Ibid.*, 11 November 1942.
- ⁵⁹ *Ibid.*, 1935-1949, 11 November 1942.
- ⁶⁰ *Ibid.*, 5 April 1943.
- ⁶¹ Le Guillou, *History*, pp. 121, 128..
- ⁶² T.C.C. M.B., 1935-1949, 3 May 1943.
- ⁶³ *Ibid.*, 6 December 1943.
- ⁶⁴ Le Guillou, *History*, p. 108.
- ⁶⁵ *Gazette*, 7. 9 November 1945.
- ⁶⁶ Le Guillou, *History*, p. 128.
- ⁶⁷ T.C.C. M.B., 1935-1949, 14 November 1945.
- ⁶⁸ Le Guillou, *History*, pp. 128-9.
- ⁶⁹ *Standard*, 7 March 1936.
- ⁷⁰ *Ibid.*, 21 November 1942, T.C.C. M.B., 1935-1949, 14 November 1945.
- ⁷¹ Lillie, *History of Middlesbrough*, pp. 125-6.
- ⁷² Le Guillou, *History*, p.138.
- ⁷³ T.C.C. M.B., 5 July 1937.
- ⁷⁴ *Ibid.*, 2 May 1938..
- ⁷⁵ D. S. Hellier, *The History of the Tees Pilots, 1882-1982* (Middlesbrough: Tees Pilotage Authority, 1982), p. 55.
- ⁷⁶ *Ibid.*.
- ⁷⁷ *Ibid.*, p. 35.
- ⁷⁸ Lillie, *History of Middlesbrough*, p. 186.
- ⁷⁹ Transferred from County Durham to Yorkshire in 1888; incorporated as Thornaby Municipal Borough in 1892.
- ⁸⁰ Normanby was abolished and its areas absorbed into Eston in 1915.

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- ⁸¹ Public Health Act, 1875, Vict. 38-39, c. 55, 287.
- ⁸² Tees Port Sanitary Authority, M.B., 1916-1926, 13 November 1924, 14 December 1936, 9 September 1935, 3 May 1933) (FC, 9 September 1934 (FC), 10 December 193 (FC).
- ⁸³ He is not to be found among the members of the Executive Council or at General Meetings. See minute books of the Shipping Federation, MSS.367/TSF/1, passim, Modern Records Centre, University of Warwick.
- ⁸⁴ Powell, *Shipping Federation*, p. 69.
- ⁸⁵ Crown, *Second Report on Rules of Voluntary Conciliation and Arbitration Boards and Joint Committees* Cmnd, 5346, HMSO: London, 1910), pp. 263-269.
- ⁸⁶ G. R. Carter "The Triple Alliance of Labour: Its National and Trade-Union Significance," *The Economic Journal*, Vol. 26, No. 103 (1916), pp. 380-395, p. 388.
- ⁸⁷ By the merger of the Tyne and Blyth Trimmers and Teemers Association (established 1894), which succeeded Northumberland Dock Trimmers and Teemers Association (established 1876) and the Northern Trimmers and Teemers Association (established in 1893), based in South Shields.
- ⁸⁸ Powell, *Shipping Federation*, p. 68.
- ⁸⁹ Ibid., p. 54, *Times*, 17 December 1928, 31 March 1951.
- ⁹⁰ Martin Daunton, 'The Cardiff Coal Trimmers Union 1884-1914.', *Maritime History*, 5 (1977) 51-67.
- ⁹¹ Ibid., pp. 52-4.
- ⁹² Ibid., p. 57.
- ⁹³ Ibid., pp. 57-60.
- ⁹⁴ Ibid., pp. 51, 60.
- ⁹⁵ *Times*, 17, 21, 28 July 1911.
- ⁹⁶ A 'blackleg society' in Daunton's words, 'Cardiff Coal Trimmers Union, p. 65.
- ⁹⁷ Powell, *Shipping Federation*, p. 69.
- ⁹⁸ M. J. Daunton, 'Inter-Union Relations on the Waterfront: Cardiff, 1888-1914,' *International Review of Social History*, Vol. 22, No. 3 (1977), p. 376, Daunton, 'Cardiff Coal Trimmers Union', p. 6, *Times*, 2 December 1920, *Times*, 2 May 1924,
- ⁹⁹ NJTC, MB, 1920-1936, 27 January 1920.
- ¹⁰⁰ Powell, *Shipping Federation*, p. 69.
- ¹⁰¹ Josua Thomas Clatworthy (died 1948), OBE, 1935, *Times*, 3 June 1935, NJTC MB, 1920-1936, passim, MB, 1936-1960, 25 July 1948. He was an executive member of the re-constituted NTWF in 1924, *Times*, 2 May 1924.
- ¹⁰² *Times*, 6 January 1922, 14 June 1924.
- ¹⁰³ Ibid., 23 July 1926, 14, 26 August, 26, 19 November 1926.
- ¹⁰⁴ MB, 1920-1936, 17 August 1931, *Times*, 16, 18, 19 August 1932, NJTC, MB, 1920-1936, p 210, typed copy of the Agreement.
- ¹⁰⁵ *Times*, 7 May, 14 June 1924.
- ¹⁰⁶ James Emery Tulley (1852-1931), head of John Ridley, Son, and Tulley, NJTC, MB, 1920-1936, 17 August 1931, *Times*, 21 August 1931.
- ¹⁰⁷ Daniel Radcliffe (1860-1933), High Sheriff of Glamorgan, 1917, Chairman, Evan Thomas Radcliffe, 1921-1933, Chair, Cardiff District, Shipping Federation, 1920-1932, Chair of the National Trimming Board, *Times*, 30 March 1933.
- ¹⁰⁸ NJTC, MB, 1920-1936, 18 January 1934.
- ¹⁰⁹ NJTC, MB, 1936-1960, 12 September 1947.
- ¹¹⁰ He last attended in 1949, his successor was appointed in 1950, MB, 1936-1960, 10 March 1950.
- ¹¹¹ *Standard*, 9 March 1929.
- ¹¹² Ibid., 10 September 1938.
- ¹¹³ Ibid..
- ¹¹⁴ *Hansard*, House of Commons Debates, 5th ser., 29 November 1949, cdlxx, 1,109
- ¹¹⁵ M. Y. Ashcroft (edited), *A History of the North Yorkshire County Council, 1889-1974* (Northallerton: North Riding of Yorkshire County Council 1974), pp.128, 160.
- ¹¹⁶ *Standard*, 18 February 1933.
- ¹¹⁷ Ibid.
- ¹¹⁸ Ibid., 20 October 1923.
- ¹¹⁹ Ibid., 1 August 1925.
- ¹²⁰ Ibid., 12, 14, 23 February 1924.
- ¹²¹ Ibid., 13 March 1926.
- ¹²² Ibid., 18 January 1913, 6 May 1922.

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- ¹²³ Sir Charles Walter Starmer (1870-1933), owner of the Westminster Press Group; *Times*, Thursday, Jun 29, 1933.
- ¹²⁴ Except, as noted in Ashcroft, in the Cleveland area, which did not include Redcar, *History of the North Yorkshire County Council*, p. 2.
- ¹²⁵ Middlesbrough Local History Library, MM/366.1
- ¹²⁶ *Kelley's Handbook*, 1955, p. 622.
- ¹²⁷ *Kelley's Ridings of Yorkshire*, 1933, p. 189.
- ¹²⁸ *Standard*, 11 October, 20 October 1924.
- ¹²⁹ *Ibid.*, 29 November 1941.
- ¹³⁰ *Ibid.*, 22 May 1907, 29 May 1909. The assumption that this is a Conservative Club is in the name and the address, which is that now occupied by the Redcar Conservative Club, 8 West Terrace.
- ¹³¹ *Tees Pilots*, p. 58
- ¹³² *Standard*, 17 September 1932.