

THE PROPOSED IMPROVEMENTS

Utility is superseding beauty at the Glen. Those who remember the famous little spot in its best days, when the villa residence and the refreshment house not exist, and when the cry of the showman and the rumble of the switchback did not break the stillness of the air, are shocked to find on revisiting the familiar haunt that a total change has come over its aspect. To the aerial flight and the switchback we have now become accustomed, and the noise and bustle of the fair we have long had with us; but one is not ready calmly to bear the surprise of the first view of the Tramway that is being constructed alongside the walk through the wood that leads to the moorland. The Tramway, whatever its advantages may be, has spoiled the look of the path through the wood, although matters in this respect will improve under the mellowing influence of time. The two sets of rails-each of which is of a very narrow gauge, and very much like some of the colliery tramways over which the cars are run-are not practically completed, and the gas engine is being laid out in a little building at the top. The Tramway, however, was not open yesterday, and a printed notice was posted in several conspicuous places announcing that it is not completed, and will not be run during the Easter holidays. Another notice states that a false report is being circulated that the gas engine will not drive the machinery. The engine, the notice adds, is perfectly satisfactory in every respect.

Just now a good deal of attention is being paid to the question of improving the Glen. There is a proposal to ask the people generally in all districts where an interest in the Glen is taken to bring their influence to bear to induce the West Riding County Council to come forward in the direction of further opening out and improving of the Glen and the neighbourhood. The Bradford Corporation has been asked to take the matter up, and the Finance and General Purposes Committee has already

entered into communications with the County Council. The object is to get people in the locality first of all to take the question up, and next to see if the County Council, which has such large sums of money at its disposal, can be induced to undertake such work as would make the Glen and Baildon Moor to a greater extent than ever places of recreation. At present nothing has been definitely determined, but if the ideas which are now entertained were accomplished the authorities who have contributed money to carry out the improvements will be made a joint governing body to manage the Glen, and keep it in proper order as a place of public resort. The main proposal now under consideration is to construct three new carriage roads each to be 40 ft wide. One begins at the end of Green Lane, Baildon Green, and extends in a north-westerly direction through Midgley wood and Walker wood terminating at the eastern end of Prod Lane. It is proposed to widen Prod Lane, and then to form a new road from the western end of that lane, on the eastern side of Bracken Hall Green, to Eldwick Beck. The other proposed road begins at the carriage drive at the northern end of the Saltaire Bridge and extends in a northerly and westerly direction, joining the road through Midgley wood and Walker wood. The third road begins at the same place as the second-the northern end of Saltaire Bridge-and runs in an easterly direction practically along the line of the old road leading to Baildon Green, terminating at the end of Green Lane, where the first road commences. Another proposal is to construct a new road, also 40 feet wide beginning at the eastern end of Bracken Hall Green, and extending thence in a northerly and easterly direction past Lucy

Hall Farm to West Lane thus connecting Baildon, by means of West Lane, directly with the Bracken Hall Green road. The Lord of the Manor (Major Maude) has promised to help the undertaking by giving land for road making purposes, and the development of the scheme will be watched with the utmost interest.

As a holiday resort pure and simple the Glen today is the Glen of old. It is the place to which the thoughts of thousands of workers in factory, shop, and warehouse have for many days been turned of late, and yesterday the most ardent hopes of all its lovers were realised. The weather was gloriously fine, the sun shining brightly and the air being clear and warm. Many thousands of men, women, youths, girls, and children made their way to the Glen. The trains, ordinary and special, which were run by the Midland Railway Company carried heavy loads passengers, and larger numbers of people journeyed to Saltaire by the steam cars of the Bradford Tramways Company. Omnibuses, wagonette, and cabs were extensively employed also, while many people walked from various quarters. The Glen and its approaches were alive with holidaymakers and inventors of all sorts of cheap wares, and the amount of money that was being spent on the aerial flights, switchbacks, sea-on-land inventions, shooting galleries, and elusive coconut ranges, where as a rule never a thing is hit except the canvas at the back, showed that trade must be good somewhere. There was plenty of life and colour in the scene. Many ladies ventured forth in dresses of the lightest of material and the brightest of colours. Her Majesty's army was adequately represented, and the traditions of the social side of the military profession were honourably maintained-notably by a Royal

Artillery man, who hung from the travelling pulley on the aerial flights with careless elegance, and journeyed rapidly over the wire rope impelled to greater motion by a series of double free kicks in the air, and coming into violent but triumphing collision at the end of the trip with the padded buffer. The whole spectacle was joyous and animated, and it was a real pleasure to witness the genuine enjoyment of the people who after so long and so severe a winter made their way once more to the Glen.

Bradford Observer 13April 1895