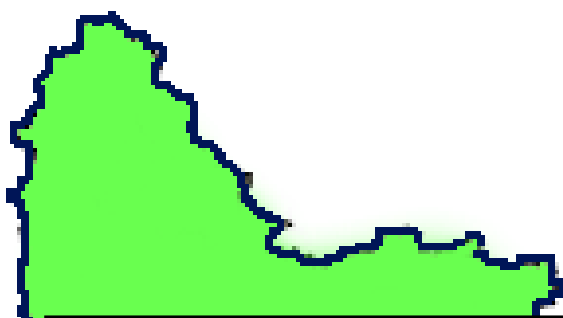


Derbyshire Family History Society



The New Inn
Chellaston

See Page 2

Mar 2019

Issue 168

SOCIETY CONTACTS

Website: www.dfhs.org.uk
Email: queries@dfhs.org.uk
Secretary: Ruth Barber, 6 Field Lane, Alvaston, Derby DE24 0GP
Email: ruth.barber55@ntlworld.com
Membership: Catherine Allsop-Martin, 9 Barnstaple Close, Oakwood, Derby DE21 2PQ. Email: membership@dfhs.org.uk
Editor: Helen Betteridge, 16 Buxton Road, Chaddesden, Derby DE21 4JJ. Email: editor@dfhs.org.uk
Chairman: Professor S. Orchard, Old Dale House, The Dale, Bonsall DE21 2AY
Treasurer: Mike Bagworth, 233 Ladybank Rd, Mickleover DE3 0RR
Email: m.bagworth@ntlworld.com
Book Sales: Linda Bull, 17 Penrhyn Avenue, Littleover, Derby DE23 6LB.
Trip Organiser: Helena Coney, Dale House, 11a Dale End Road, Hilton Dbys DE65 5FW,. Email: helena.coney@yahoo.com

SOCIETY REFERENCE LIBRARY

Bridge Chapel House, St Mary's Bridge, Sowter Rd, Derby DE1 3AT

Opening Hours: 10 a.m.—4 p.m. TUESDAY and THURSDAY

10 a.m.-4 p.m. SATURDAY BY APPOINTMENT ONLY

The Society will give advice on the telephone [01332 363876 OPENING HOURS ONLY] and also by e-mail. Research can be carried out by post or by e-mail, both in our own library and also at Derby Local Studies and Matlock County Record Office. We ask for a donation of £5 and if more extensive research is required we will advise you before carrying out the work.

MAGAZINE CONTRIBUTIONS

The Editor will accept contributions both by post and by email. Large articles covering more than 4/5 pages will possibly appear over two issues. If sending by email please remember to include your name, address and membership number. Contributions must be received at least two months before the publication of the magazine because of our printing schedule.

ANNUAL SUBSCRIPTIONS

The Society subscription is due on joining and thereafter on 1st January each year and renewal notices will be sent out at the beginning of December with that quarter's magazine. At the moment rates are as follows:-

BRITISH ISLES per family [at one address] £15

Please pay either in person at Bridge Chapel House, by cheque or postal order addressed to the Membership Secretary, or by using PayPal via our website.

OVERSEAS—EUROPE £16 [magazines sent by air mail]

OVERSEAS—OTHER COUNTRIES £19 [magazines sent by air mail]

For both the above payment in dollars or currency other than sterling please add the equivalent of £4 to cover the exchange charge. Alternatively payment may be made by PayPal with no extra charge incurred. Standing orders are also still accepted.

Please Note! Our website now offers the facility to renew your membership online, using PayPal [an account or debit/credit card needed]. If you are unsure of your membership number please look at the address label on the bag in which your magazine arrived and you will find it the top corner. It would be helpful to quote this in any correspondence with the Society.

Please renew your subscriptions promptly. Due to the steep rising rates of postage no magazines will be sent out unless your payment is with us by the start of February. Sorry for the inconvenience but, as you can appreciate, the Society cannot stand the cost of posting magazines that may not be wanted.

Thank you for your understanding and co-operation.

PLEASE KEEP YOUR SOCIETY INFORMED!

Any changes in your postal or email address etc., please let us know so that we can keep our records up to date. Many magazines come back to us as the intended recipient has moved house without letting us have the information.

MEETINGS 2019

DERBY—FRIENDS MEETING HOUSE, ST HELEN'S STREET, DERBY—Tuesday at 7.30 p.m.

- 12 Mar Derbyshire Associations for the Prosecution of Felons—
 Robert Mee
- 9 Apr AGM followed by Tissington Its Past, Present and Future -
 Sir Richard FitzHerbert
- 14 May PLEASE NOTE—AMENDED TALK
 The Bamford Dams—Keith Blood
- 11 Jun Terror from the Skies—Stephen Flinders
- 9 Jul A Funny Thing Happened on the Way to the Pulpit—
 Stephen Orchard

Front Cover Picture—New Inn, Chellaston

The New Inn was built in 1862-1864 by Daniel Hodgkinson, who was 43 and became the first publican of the inn. He obviously had no intention of making a career out of innkeeping as the new publican, George Halliday, took over in 1865. The next owner was John Briggs who bought the place in 1870 and ran it until 1898 when he sold out to the large brewery of Alton & Co. The New Inn was later renamed the Corner Pin and nowadays is boarded up and awaiting its fate.

On 24 December 1868, the following appeared in the Derbyshire Advertiser:
An inquiry was held at the New Inn, Chellaston, on Wednesday last, relative to the death of John Anscomb, 58 years of age, employed as bookkeeper at the Chellaston plaster mines. It appears that he left Derby the previous evening by the 6.40 train, which was 18 minutes late, to return home. There were eight persons in the same compartment with Anscomb, and he was the last to get out. The train was set in motion by the officials before the passengers had all alighted, three or four having to get out after the train had commenced moving. A little boy who was with the deceased, getting out before him, fell and was pulled out from between the carriage and the platform by one of the passengers. The deceased being rather infirm and anxious to get out, missed his step and got under the train and was fearfully crushed. He was taken to the station house, where every attention was paid him, but he died in about 10 minutes after the occurrence took place. The jury returned a verdict that the deceased came by his death being crushed beneath the train, and remarked that more time should be allowed the passengers to alight.

FROM THE EDITOR

Welcome to the first issue of 2019, which has been a joy to fill for once. Plenty of contributions and pages full without much hair tearing. I just hope you all find something of interest.

Members are reminded that the Society AGM is to be held just before the Derby Meeting on April 9th 2019. Members are welcome. This will be followed by Sir Richard Fitzherbert, who will be talking about his family home of Tissington Hall. This should be a real treat and well worth listening to.

Talking of the AGM the Executive Committee is shrinking in number and we could do with a bit of new blood. We only meet about once every couple of months so if you think you would like to have a say in how the Society is run and have some ideas for its future, please think about putting yourself forward for nomination. You will be most welcome.

Myself and Ruth have been co-ordinating the Derby meetings for several years now as a 'temporary measure', hoping someone would take it on. As the only two members who do not drive, we have to carry everything over on the night, get the room ready and clear up afterwards. This is after booking the speakers, buying raffle prizes and organising the refreshments. We have vainly asked in the past for a volunteer, but as is usual these days nobody wants to know. Sadly, therefore, the Derby meetings will have to cease after this year unless there is a volunteer. If, however unlikely, someone would like to give it a go, we will happily give you all the help you need. Just get in touch with any one of us. Thank you.

As you are probably now aware, we are featured on Facebook. It seems to be popular, but please if you wish to query anything with us, such as research or what records we have, could you contact us direct via email or phone. A lot of us have nothing to do with Facebook, so don't get to see what you are posting and we can't help if we don't know what you need. Happily we do have a lot of satisfied customers, long may it continue.

Well I think that is about the lot for this time. Keep the contributions coming, I really love reading them all and they make my life so much easier.

Helen

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What's New on the Derbyshire Family History Society Facebook Page?

The Society's Facebook Page contains posts on a wide range of family history topics, and is updated regularly. Currently, it is available to members and non-members and, if you "Like" the Page, you will receive each new post as an email link, as do over 200 people at present.

The Page includes Society news and publications, details of the year's meetings and other events of interest, money-saving offers, and all sorts of hints and tips to help you with your research. It also includes occasional posts from folk wanting help with their research.

You can scroll back through the posts, or use the search facility, to access any of the items on the Page, which include (to the end of January 2019):

- 26 Jan: New Derbyshire records on FamilySearch
- 22 Jan: Starting a Genetic Genealogy project (a.k.a. taking a DNA test)
- 13 Jan: "Wirksworth Images Past and Present" Facebook Group
- 08 Jan: Large-scale historic maps (some of them free)
- 01 Jan: Backing up your Research
- 18 Dec: Christmas Time in the Workhouse
- 15 Jan: Ancestry half-price sale
- 11 Dec: The Society's Research Centre
- 29 Nov: LDS Research Centres / free Wills before 1959
- 18 Nov: Online Genealogical Index of free and commercial data websites
- 14 Nov: Somercotes Local History Society Facebook Group
- 11 Nov: Commonwealth War Graves headstones used Hopton Wood stone
- 01 Nov: Crich Stand commemorating the Sherwood Foresters Regiment
- 31 Oct: Free Online Course on "Genealogy: Researching Your Family Tree"
- 27 Oct: Derbyshire and Staffordshire old Wills and Probates on FindMy Past
- 23 Oct: Derbyshire dialect in old documents
- 22 Oct: Furness Vale Local History Society (Buxworth, Whaley Bridge area)
- 20 Oct: The 1939 Register updated
- 19 Oct: Searching for Members' Interests on the DFHS website
- 06 Oct: Given Names and Family Naming Patterns
- 03 Oct: World War 1 Pension Ledgers (1914-1923) on Ancestry
- 02 Oct: High Peak District Cemeteries Burial Registers

Nick Higton

DERBY MEETINGS

Oct 2018

What is it? - Gay Evans

Gay arrived for an evening's entertainment with a selection of gift bags. Each bag contained two items to be identified, with twenty in total. They would have been everyday items years ago. Some were easily recognisable and others we hadn't come across before. There was a cheese grater, an egg coddler, knitting needle gauge and repair kit for saucepans to name just a few.

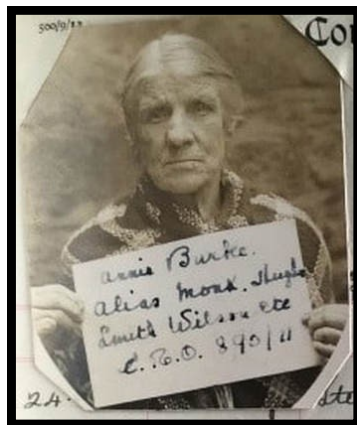
We all enjoyed the evening, having a laugh at some of the guesses we made and reminiscing about items we remembered from our childhood homes.

Nov 2018

In Pursuit of a Peak District Pensioner Criminal—Tim Knebel

Tim is an archivist working in Sheffield and also a volunteer with Peak in the Past. This volunteer work involves working with archives in the Peak District and gathering together history and secrets from the past. Whilst doing this work Tim noticed a name that kept reoccurring and decided to investigate further. He found a quite unique lady.

The Life and Crimes of Annie Burke became a talk he now shares with others.



From the many court cases, she is known to be a hawker or an itinerant with many aliases, Beary, Berry, Edwards, Collins, Rhodes, Monks and Hughes to name a few. It was known from her description, having scars and deformed fingers, that all of these were the same person. Her age and place of birth varies, so little is known about her early life. There is an entry in 1871 in Yorkshire that lists the many aliases, giving her age as 25 and that she is married. She pleads guilty to the theft of money and receives 18 months with a 7 year supervision order.

There is a marriage for an Annie Rhodes to a Joseph Berry in 1869 Wakefield. In 1879 she marries as Anne Berry to George Monks in Nottingham and they have a child.

The earliest record is in 1861 when she is Hannah Edwards. These events continue throughout her life, stealing money and clothing or jewellery that can be sold. She obviously isn't very good at it because she is caught so many times and has so many short sentences in prison. She also gets caught in drunken brawls and arrested for using obscene language. In 1913 she is caught in Sandiacre having stolen some table linen. She is given as 70 years old.

Her final arrest is in 1915 when she steals a basket of clothing in Matlock and is caught hawking the items around the area. She is given 3 months hard labour. She disappears after this point. No more court entries have been found and no death registered but what name would it have been under. She might just have been a nameless person found in the countryside with no one to identify her.

It is thought that she probably stole to live, having no occupation and then unfortunately the money gained was spent on alcohol. In the Home Office Calendar of Prisoners 1914 she is described as an habitual criminal. It is hard to believe that life in prison, in those days, was a better choice.

Dec 2018

Christmas Social

We had our usual Christmas get together. Everyone brought food and we made our now famous alcohol free fruit punches. We had created advertising boards with adverts from the 1950s, 60s, 70s and 80s and they led us on a trail around Derby town centre with memories of Thurman and Malin, Barlow and Taylor, Hunters, Central Educational and Midland Drapery and many more. This got everyone talking and we sat down to a good feast. There were two quizzes, one naming the stars of some old films and the other identifying various structures in Derbyshire. Everyone left with a small gift and hopefully with some Christmas joy to carry them through the run up to Christmas.

RUTH BARBER

A Typical Dietary Menu for the Derby Workhouse

The Society has the overseers reports for the first Derby Union workhouse in 1837 ongoing for a few years, which are being transcribed ready to put on our website [hopefully]. As well as plenty of names of Derby people asking for help, there are some interesting reports on the state of the old workhouses [four of them] and the routine. The following is the diet for those unfortunate enough to be placed in the workhouse.

Sunday:

Breakfast - Milk porridge made of half a pint of new milk mixed with water and thickened with flour and oatmeal, 8oz bread cut up and put into a quart can and filled up with porridge for a man – 6oz bread in a quart can for a woman and 4oz bread in a pint can for a child under nine years of age.

Dinner - Boiled beef with potatoes or other vegetables. 6oz beef when cooked for a man with 12oz vegetables, 5oz of beef when cooked with 8oz vegetables when other vegetables than potatoes. 4oz of bread to be given to each.

Supper - 6oz bread & 2oz cheese for a man, 5oz bread & 2oz cheese for a woman.

Monday:

Breakfast – Same as Sunday

Dinner - The broth from the Sundays beef made into soup with peas, rice, or Scotch Barley alternately with onions and seasoning, 2 pints for a man with 6oz bread, 1½ pints for a woman with 5oz bread

Supper - Same as breakfast.

Tuesday: -

Breakfast – Same as Sunday.

Dinner - Baked rice pudding. 6 quarts of new milk to 10lbs rice, 1½lbs beef suit and 2lbs sugar spiced – 16 oz when cooked for a man, 12oz when cooked for a woman.

Supper - Same as breakfast.

Wednesday: -

Breakfast - Same as Sunday.

Dinner - Leg of beef stewed and seasoned - ½ pint for a man with 4oz bread and 4oz potatoes - 1 pint for a woman with 4oz potatoes.

Supper - Same as breakfast.

Thursday: -

Breakfast - Same as Sunday.

Dinner - Suit dumplings – 3lbs suit to 16lbs flour, 16 oz for a man, 12oz for woman when cooked.

Supper - 6oz bread, 2oz cheese for a man; 5oz bread, 2oz cheese for a woman.

Friday: -

Breakfast - Same as Sunday.

Dinner - Irish stew – 10lbs of mutton, 3 pecks of potatoes and 2lbs of onions with Seasoning – 20oz for a man & 16 oz for a woman when cooked.

Supper - Same as breakfast.

Saturday: -

Breakfast - Same as Sunday.

Dinner - Same as Thursday.

Supper - Same as breakfast.

PETER STAPLE HERITAGE GROUP: The PSHG is a genetic family study supported by genealogy lineages for descendants and ancestors of Peter Staple (c1642-1719), Piscataqua Pioneer, who arrived from England at Kittery, Yorke County, Massachusetts Bay Colony by 1671 (now York County, Maine, USA) according to his first land grant. PETER STAPLE and his wife Elizabeth Beadle had three sons: Peter Staple, Jr. (1670-1721), John Staple (1676-1745), James Staple (1678-1725)

The present goal of the PSHG is to use Y-DNA as a tool to locate cousins of the three sons of Peter Staple: Peter, Jr., John and James, including distant cousins in England, that will help identify the location of his English ancestral home.

The PSHG is leading a unique heritage anthrogeology study to identify the ancestral roots of the PETER STAPLE family tree and its branches represented by his three sons using genetic data supported by genealogical primary and secondary information. The PSHG Y-DNA haplogroup lineage is currently defined by:

Y-DNA HAPLOGROUP: R1b-M269 > U106 > Z156 > DF96 > FGC13326 > S22047 > FGC13602 > FGC13595 > FGC13604 > FGC13609/FGC13605.

Do you share or descend from the surname STAPLE or STAPLES, or know someone who does? Please contact PeterStapleHG@gmail.com or visit our website <https://peterstapleheritagegroup.com/> to make contact and learn more!

George Sorocold and the Franceys family

Edited by Alan Gifford

(Note- For at least the past 10 years a group of researchers have been trying to untangle the various published information on Sorocold and to seek new data. This note is to bring up to date the current status of our studies – for more detailed, and more information, see http://www.engineering-timelines.com/who/Sorocold_G/sorocoldGeorge.asp)

Introduction

On December 7th 1684 George Sorocold was married to Mary Franceys at All Saints Church, now the Cathedral, in Derby . Sorocold achieved national fame, and could be considered as Britain's first civil engineer. He was called the 'Great English Engineer' by two of his contemporaries, and was the first non-military person to be styled as an 'engineer'. In those few words we have described highlights of a great engineer but it has not been quite so simple to determine his life and career.

Background

In various publications his place of birth, in the late 17th century, has been nominated as Derby, but equally there was a strong indication he came from Lancashire. The use of various search engines soon revealed there were many branches of 'Sorocold' in South Lancashire. In searching for him we have however found many spellings of the name. The problem appears to be that the word 'Sorocold' can be spelt in so many ways, possibly depending on the capability of a, maybe, semi illiterate cleric when writing the pronounced name? The two-syllable name can be divided and we have 'Sar', 'Ser' or 'Sur' and there may be more than one r! The second syllable has been found as 'cole', 'cold', 'cauld' and 'cale'; all leaving many combinations to investigate! The search was further complicated by the finding in Picope, (MS Vol 12, p228), a Sorocold tree with a 'George Sorocold, bap 18th April 1658', to which had been added in red ink, by persons unknown, '*a famous engineer – he made the water works at Leeds in 1695 and many other places*'. This however made him older than seemed reasonable in the light of other, later, professional activities.

Eventually by merging the will of **James Sorocold of Ashton in Makerfield, gentleman**, dated 17 June 1675, who had left his estate to 'his **only son George Sorocold**', with a secondary bequest to an illegitimate son Michael (who joined the clergy), we were able to match the church baptism records to **George Sorocold**, who was baptised in Winwick church, Lancashire, **19th March 1666/7** and we were satisfied we had the right George.

A link between the Sorocold family and southern Derbyshire had already been established from before George's birth, possibly by his grandfather, who was a party involved in the assignment of the Manors of Etwall and Hardwick in the 1640s, both of which are located in the Derby area. This may be associated with the reason why George moved to the Derby area. Hargate Manor house remains, at the time of writing, as an old property on the outskirts of Hilton.

In May 1684, a George Serocold (or Sorocold) of Lancashire was admitted as a 'Fellow Commoner' to Emmanuel College, University of Cambridge, although there is no real evidence that this was the future engineer. They still have an engraved silver tankard he presented to them -but he did not graduate. We have found no other evidence of his formal education.

The first solid evidence of Sorocold is provided by the record of his marriage to Mary Franceys, although it is not clear as to whose daughter she was from a number of closely related Franceys, including wealthy local apothecaries. The wedding took place on 7th December 1685, in All Saint's Church, Derby. His name however is recorded in the register as George Sorrowcald (another spelling!). The marriage appears to have been happy and successful and seven living children have been traced. In 1694 William Franceys, apothecary, was authorised, by the Derby Company of Mercers, to pay George Sorocold the sum of £40 toward the cost of his water works (see later) and the family ties are evident since it was his niece Mary that George had recently married! [According to Cambridge University Press - Franceys - A study of the English apothecary from 1660 to 1760 - iii_the_apothecary_as_progenitor.pdf]

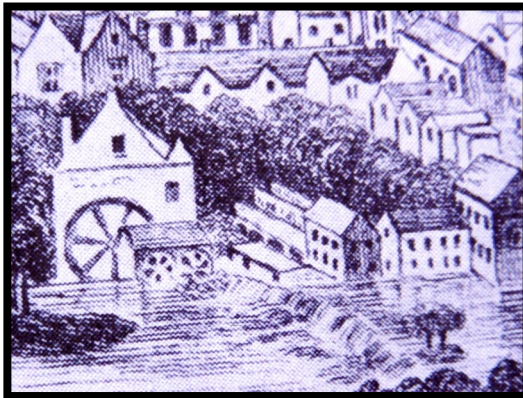
Church Bells

Sorocold's close links with the town of Derby and with All Saint's Church, (where he married), are reflected in the first of his professional projects since he was commissioned to re-hang the church bells in 1687. Exactly how Sorocold came to win the commission is unknown, although during 1685 he had been elected a member of the Ancient Society of Collegiate Youths (ASCY), a bell ringing society that is still in existence today, as member number 185. On the wall in the vestry of Derby Cathedral is a polished brass plaque commemorating this work on the bells. John Baxter is named as the person who carried out the works, as directed by Sorocold. In their 'Sorocold and Baxter' wooden framing, the bells would continue to be rung regularly until 1926 when it became necessary to rebuild the frame in steel because of an attack by death watch beetles.

Domestic Water Supplies

Sorocold however was to make his mark throughout Britain in the develop-

ment of urban water supply and distribution systems, in a form that we would recognise today, i.e delivered to the premises and paid for. The first of his systems was begun in 1692 in his adopted home town of Derby, where water was obtained generally from wells or via, men trading as carriers, bringing water from the river or cystems. In 1691 Sorocold had offered to provide an 'engine' to raise water from the River Derwent and to distribute the water around Derby in wooden pipes — providing a direct supply to private houses and businesses for appropriate payments. The town fathers clearly recognised the need for this service but were unable to finance it, so they took out a number of loans, including one for £41-16s from the Derby Mercers Company, a loan which has yet to be repaid! The total cost is unknown.



No actual direct illustrations have been found of the water engine at Derby but on a painting 'East Prospect of Derby' c 1694 [John Keys] the huge wheel is visible behind two corn mill wheels

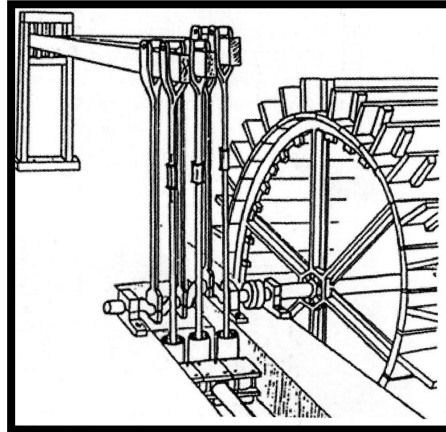
The following year it was agreed that the engine (a variable height waterwheel driving multiple pumps) should be installed on an island in the River Derwent known as the Bye Flatt, in the Gunpowder Mill, which was a building the Borough evidently owned. A deed to authorise the project was signed by both parties and work started soon afterwards. Water from the River Derwent was pumped into a cistern located in the grounds of nearby St Michael's Church (for which a rent was paid) and then distributed by gravity through some four miles of wooden

pipes, made from bored elm logs. The bores were of varying diameters, up to about six inches, depending on location. The system must have been satisfactory since it was not replaced until about 1850, and then simply in order to meet the demand of a much larger population. One of his pipe lines was uncovered in 1928 during road works in the town.

Further ventures into commercial water supply quickly followed the successful completion of Derby Waterworks. In 1693, Sorocold installed a water storage cistern at Macclesfield for the sum of £50. Complete waterworks systems were installed in a number of English regional towns and cities, including Portsmouth, Leeds and Great Yarmouth in 1694, Exeter in 1695, Wirksworth and Bristol in 1696, Kings Lynn in 1698 and Bridgnorth in 1705. He also provided water pumping engines, or facilitated supplies, for private

properties such as Blenheim Palace, the Sprotborough estate, near Doncaster, and, locally, Melbourne Hall. Such works made Sorocold famous throughout the country and well known to the 'gentry' - and yet, no portrait of him has ever been found!

By the start of the 18th century, Sorocold was working in London, which was the location of perhaps his major achievements in the field of water supply. Certainly, two projects he was associated with there are famous — the waterworks installed under Old London Bridge on the River Thames (from 1702) and the New River water supply systems. Under London Bridge, presumably based on experience gained in Derby and elsewhere, Sorocold installed a large, quite complex, beam-operated pumping engine, powered by the flow of the tidal river. It was described in detail some years later by Henry Beighton in the Royal Society's *Philosophical Transactions* of 1731



Sorocold's engine was operated by a system of cranks and levers, working three or four pumps

(volume 37), complete with illustrations. The undershot waterwheel was some 6.1m in diameter and had deep floats, each 4.3m long. The wheel could be raised and lowered as tidal conditions demanded. There were 16 'forcing' pumps provided, each 178mm in diameter, operated by wooden beams and actuated by cast iron cranks turned by the waterwheel.

The 'New River' had been supplying London with water from Hertfordshire since 1613. Completed by Sir Hugh Myddleton (1560-1631), the 3m wide open channel is over 32km in length and much of it is still part of London's water distribution system. In Sorocold's time, the New River terminated at a circular reservoir in Clerkenwell known as the Round Pond. The water was gravity-fed from the pond in wooden pipes to central London. But the city was growing fast and an additional head of water for gravity feeding an expanding system was needed to enable the company to match demand. In about 1707, Sorocold was approached by the New River Company, seeking a solution to this problem. He proposed that a new storage pond, at a higher level be constructed, with water pumped up to it from the existing round pond. To provide a power source for pumping, he proposed the construction of a six sail windmill alongside the existing reservoir at Clerkenwell and this would be used to operate multiple force pumps that raised water into

the new, high level pool, which he called the 'Upper Pond' (completed 1709 and still used as Claremont Square Reservoir), which was some 7.3m above the existing Round Pond. This arrangement offered considerable additional gravity-fed distribution possibilities, with more pressure available in the mains. Although the concept worked, the windmill proved unsatisfactory as a source of power and was soon replaced by a multiple horse powered engine. Eventually a steam engine was installed but the Upper pond concept still remained operational.

River Navigation

Sorocold's river navigation and dock projects count among his most significant contributions to British life. Rivers were indeed the major transport infrastructure schemes — constructed before the advent of large-scale canal engineering — and they were key to local and national commercial and industrial development. However, as with much of Sorocold's work, relatively little detail is known.

His earliest involvement with river navigation works dates from around 1694, when he contributed to improvements to the navigability of the River Derwent in Yorkshire between Malton and Barmby (where it joins the River Ouse). Sorocold worked on it early in the planning stages and undertook survey works along the Derwent in 1694 and again in 1699. The work progressed slowly (not as a result of Sorocold's involvement!) and was not completed until 1720.

First conceived by Sorocold in 1702, his scheme to make the River Derwent at Derby navigable to the River Trent was ground breaking, but implementation was delayed by vested interests. Eventually an Act to make the river navigable, between Derby and the Trent, based on his plans, was passed, in 1720! Works then soon began on improvements to the river, including the construction of a wharf at the Morledge in Derby. River navigation would remain a major transport route for goods to and from Derby until sometime around 1796 when Benjamin Outram's Derby Canal opened fully.

Dry Docks

In the first decade of the 1700s, Sorocold worked on the design of first Liverpool Dock. At the time, Liverpool was a relatively small town, with a probable population of under 1,000. A small shallow tidal stretch of the Mersey, known as the 'Pool' was used as a harbour, and larger vessels unloaded on the river proper but work was limited by the ships tipping as tide ebbed and flowed. With what would prove to be considerable commercial foresight, the town seized the chance of increasing trade with the American colonies by promoting the construction of what is said to be the world's first

commercially-successful wet dock.

An Act was duly passed that enabled the construction of Liverpool Dock and located the dock on reclaimed land from 'The Pool' — a different position than Sorocold's plan. The enclosed dock opened in 1716 (now known as Liverpool Old Dock, constructed 1709-1715). Water was let in at high tide through its gates, which were then closed to maintain the water level and enabled continuous ship loading and unloading, regardless of the state of the tide. The actual work was however carried out by Thomas Steers, probably because Sorocold was engaged working elsewhere- but his contribution must have been significant because he was awarded 'Freedom of the Town' in 1709 for his contribution.

Silk Industry

The first powered silk mill in England was built in Derby and was known as Cotchetts's mill. The silk industry in England at the time was based on individual hand weavers producing cloth for merchants, usually in attic workshops, using imported thread. Italy had a monopoly on the associated technical mechanical advances of the period and all the higher quality silk thread needed by the British market had to be imported from their mills – a premium prices. Sometime between 1702 and 1704, a London-based silk merchant Thomas Cotchett (bap.1677 - c.1716), probably financed by his father Thomas, who was born in Mickleover, Derby, started to build a silk mill in Derby, on the west bank of the River Derwent, very close to Sorocold's operational water pumping engine at the northern end of the town, on the Bye Flatt island. Cotchett is reputed to have obtained a lease on the water rights in around 1704. F Williamson*, in 1936, probably the most thorough and authoritative of all authors writing on Sorocold, appeared confident that Sorocold designed the waterwheel and maybe the associated machinery needed for the mill, but unfortunately gave no references to support his view and none have been found. The machines used to produce the thread were called 'Dutch Machines' and unfortunately either due to unsuitable machinery or expertise, poor raw material or bad management (or a combination of these factors), closed down by about 1712. William Hutton, the historian writing many years later (1795) reports that amongst the employees at Cotchett's mill was a certain John Lombe. (*'George Sorocold' *Derbys Arch J*, Vol LVII, 1936, pp43-93).

The failure of Cotchett's Mill did nothing to quell the continued clamour by wealthier Britain's for abundant supplies of silk cloth, at rational prices. Thanks to the Lombe family of Norwich, this small corner of Derby did in fact become the first successful silk manufactory in the country — indeed the first successful use of the factory system in Britain. It is well reported that the

John Lombe, mentioned above, went to Italy and by various means obtained sufficient 'know how' to construct another, much larger silk mill, on the Bye



The huge building of Lombe's Silk Mill dominates the older, much smaller silk mill built by Cotchett, in this 1728 painting, hiding also the water engine

Flatt, which was financed by his half brother Thomas. There are many reports that Sorocold was responsible for its building but actual details of his involvement are elusive. John Lombe had indeed obtained the much-needed knowledge which enabled the sophisticated silk thread, known as 'organzine' (used as warp in silk weaving), to be produced successfully. The process was patented in 1718 (for 14 years) by his half brother Thomas but sadly John died young and was not able to benefit from his contribution.

The mill, at peak production, had some 300 employees and was the first successful 'factory' in England, where employees worked with equipment and materials supplied by their employer, and were required to be on site, working given hours, every week. The precise role of Sorocold in this venture is however still very uncertain.

Mining

Sorocold was undoubtedly involved in mining and mine drainage, his supporting text to his plans submitted for the development of the Derwent river navigation (1702) quoted* "the transport of lead from the Peak District as benefiting from this venture" and it seems unlikely that his pumping expertise would not have been used in drainage of local lead mines. (*Source Williamson, DAJ 1936) This has not yet been fully researched.

The Earl of Mar had been impressed by Sorocold's skills when in London and hence Sorocold was consulted regarding building of the Gartmorn Dam on the Earl's Alloa Estates (in Scotland) to provide a better water power supply for the Earl's existing mine drainage in the area. Sorocold was therefore working in Alloa in 1710 (50 pounds fee). He surveyed the area, recommended beam pumps were needed and also devised a new weir/sluice at Forest Mill (appears his advice on pumping not pursued but he was commissioned to install the new weir etc.). The resultant Gartmorn Dam enclosed the largest man-made lake in Scotland at that time.

The last positive record of Sorocold working found to date was in a mention in a report headed 'Memorial', in 1714, from Sir John Erskine (of Alva) to Viscount Townsend (covering events from 1714 to 1716) and dated October 9th 1716, describing George Sorocold as having been consulted re mineral mining in Scotland, and bringing with him with two of his Derbyshire mine workers. (*Source: 1902 Calendar of the Stuart papers Vol 2, p 388)

We next find him in France in 1716 on April 30th contacting the Earl of Mar's agent, Robert Leslie, in Fontainebleau, who wrote to Mar, who was in Avignon, having hastily left Scotland to go into exile on 4th of February 1716, as follows

'A gentleman is lately arrived from Scotland who desired me to present his duty to your Grace. He says his name is Saracol, and that he was engineer to you. I had no discourse with him, he being a perfect stranger to me...'

It seems therefore that Sorocold had therefore made a potentially hazardous journey to Catholic France to seek Mar, possibly in respect to outstanding debts relating to the Gartmorn project, or conceivably, if he had strong Jacobite allegiance, to re-establish that contact with the Earl, although that would have cut him off from his wife and family. No response to Leslie's message has been found to date and no more further information on Sorocold's subsequent activities has been found, despite extensive searching. Equally, despite a detailed search, no record of his direct affiliation to the Jacobite cause has been established.

And the mystery starts here

Now we started with a mystery regarding his birth place but when, where, and how he died has proved to be even more elusive. It seems very possible that something happened to Sorocold whilst in France leading to him being described as an 'ingenious, unfortunate mathematician' by the Mayor of Derby in 1717. Mar's involvement with the Catholic Jacobite movement led to his exile in France and the possibility Sorocold went there after him, seeking financial redress suggests a strong reason for the journey. He could have had an accident, been taken ill, or even been murdered over there, with his death going unrecorded in England.

We have described his numerous water engineering projects and his association with gentry of the period but it has proved impossible to find a sketch or a painting of him- even with the help of the National Portrait Gallery.

His involvement in Lombes mill has centred round a statement in Williamson's 1936 paper, associated with Daniel Defoe's 1727 assertion that Sorocold fell under a water wheel at the silk mill. Williamson quoted this oc-

currence but then said '*presumably* at the silk mill', since that was the context of Defoe's statement. However, Sorocold did fall under a water wheel at Derby but it was almost 20 years earlier, in 1699 and hence not at the Silk Mill! Thomas Surbey in his diary held by York City Archive clearly states that during his visit to Derby on May 30th, 1699 : -

"Note the following accts. [accounts]... Also Mr: Geo. Soracoall who Built the waterwork as he was Showing his Contrivance to a friend Chanced to Drop in above a Corn Mill wheele wch: [which] goong [going] Sucked [him?} through but one ye: Ladles Breaking he was taken out of ye: water Below without any harm"

There were corn mills adjacent to his water works and 'ladles' were a name given to the paddles in a water mill - so this incident does **NOT** in any way associate Sorocold as being involved with the Lombe Silk mill! Unfortunately, it seems that Williamson's supposition has been taken as being a FACT by subsequent researchers! And this water wheel incident clearly did not limit his subsequent extensive engineering portfolio.

Approached from another angle the earliest date that John Lombe could have started work on the massive Derby Silk mill would be 1717, and as we have seen above, the whereabouts of Sorocold at that time is subject to conjecture. It is all made more difficult to resolve because of the absolute secrecy the Lombe's established regarding the building of their mill. No proper description of the building, or it's contraction, has been found until a hand written report*, by a later owner of the mill, William Wilson, in about 1739, gives a considerable detail of the mill and its workings! **contained in full in Williamson's 1936 DAJ paper.*

On the question of secrecy, it has so far proved impossible to find primary evidence, including data from Italy, of John Lombe actually working in a silk mill in Piedmont. He quite possibly saw one in operation and since he certainly brought some Italian workers back to England, which together with information from other Huguenot refugees already in the country, when coupled with own early experiences in Cotchetts mill, may well have had enough information to build the new mill. Suggestions have been made that this journey could have been avoided if the sketches of the mechanism of a water powered Italian silk mill, drawn by Vittorio Zonca in 1607 and held at that time in the Bodleian library at Oxford, had been consulted. These have been carefully studied and the groups view is expressed that, without more information on actual dimensions, speeds of rotation of various components etc., any effort to build a machine from the sketches would have been doomed to failure.

Finally a chance find in an early newspaper, the Daily Courant, in July 23rd

and 25th 1720, produced the following advertisement:-

'Whereas about two years ago since a gentleman was enquiring after the family of Mr George Sorocold, late Engineer of Surveyor of the London Bridge water works, in order to impart something to their benefit :These are now to inform such person, that his widow may be heard of at Mr Henry Francis, an Apothecary in Derby'

Here we have very conclusive proof of the demise of Sorocold, sometime between 1716 and approximately 1719. Extensive search of other issues of the Daily Courant, both before and after the publication date, have failed to reveal any further information on the matter. There are no portraits or sketches of the man and his will has been just as elusive. No record of his will having been written or proved can be found, despite extensive searches. And yet we have someone of national stature, who had close association with the nobility of the day who simply disappears! All very unusual.

We know however that his widow Mary, possibly the niece of William Franceys, still lived in Derby and was in fact buried in Derby All Saints church on April 13th 1728, simply recorded as 'Mrs', with no mention of her late husband.

So we have to conclude for the moment that our trail currently ends here. There is ample information on his water engineering projects and other activities but little to positively connect him with the silk mills, although his water engineering skills would have made him a prime candidate in the provision of the hydraulic powered mechanisms, but much less so for the myriad of small parts needed in such a venture!

We just have to hope someone, somewhere, finds what happened to him in due course!

*Alan Gifford
October 2018
E-mail: alangifford@gpamail.co.uk*

Thanks and Acknowledgements

This work has been ongoing for more than 10 years and a number of people have made major contributions. Initially local men Paul Sharrett and the late Robin Clarke were early researchers, and were later joined by John Taylor, of London, Margaret Stewart from Scotland, and Jane James from Derby Local Studies Library. Finally, and particularly in respect to the silk industry, David Purdy has made major inputs and introduced expertise directly from Italy in the shape of Prof Claudio Zanier. There have been so many blind alleys



The blue plaque at the Silk Mill, Derby, records the works of John Lombe and George Sorocold—but makes the latter's life much longer than was the case!

explored by the group and at times it has been hard to keep working towards the objective of this study which has been the career of George Sorocold. I thank all the forenamed for their contributions

Post script and an appeal

A key clue perhaps arises from correspondence in March 1717, to Baron Parker, from the Mayor of Derby and others, regarding an improvement scheme for the River Derwent. This refers to Sorocold, having earlier acted scheme surveyor, as, “the ingenious, unfortunate, mathematician”.

Thus ‘unfortunate’ may well relate to a significant adverse event for Sorocold, and it would seem reasonable to assume that all, or some, of the letter signatories would have known about. They were from Derby's leading families at the time and were: -

- John Bagnold, Mayor
- Thomas Rivett
- Fra: Cokayne
- John Holmes
- Thos. Gery
- Thomas Gisborne
- Benjamin Blundel, Junior

All but one of the above signatories held the post of Mayor of Derby at some stage, and so anyone who thinks that they have, or find, any information from personal records of these men about George Sorocold between about 1716 and 1720 (or afterwards), please get in touch with the author via e-mail.

Living on a Roundabout - Scurrilous Tales of post war Derby?

Well, not quite, but my home was once at 107 Osmaston Rd Derby, just where the roundabout at the top of Bradshaw Way now stands.

Triggered by an article by Simon Baker in DFHS 161, I thought I should write about the period my family occupied the butchers business on that site, now only remembered in the National Archives for an arbitration. Walter William Marshall tried to get the mighty Derby Corporation to pay more for the necessary compulsory purchase in 1960. *Walter v Goliath*. No fairy tale here, Goliath won and it cost my father 50 guineas in 1959, as the arbitration paid less for the property than the final sealed District Valuer's offer. The years of previous stress and business disruption were something else and un-recompensed even though the loss of future business had actually been agreed.

My father had been born in Belper and was raised by adoptive parents (Thomas and Sarah Marshall) in Beaufort St, Chaddesden, but during the 1930s he learnt his trade of farming, slaughtering and butchery at Alf Crooks' business in Horsley Woodhouse.

What connections brought that about I certainly do not know, but it was there he met my mother, who was district nurse and mid wife, and they married in 1940 only months before he joined the army.

After the war, partly spent in India and Burma (1942 to 1946 stated by him to be 6 years undetected crime), as I understand it, he was working in Derby for another butcher (Reg Cowlshaw ?) between 1946 and 1948. He was also doing extra slaughtering at the municipal slaughterhouses then on the Holmes across from the old cattle market. He said he was one of few slaughtermen at that time who would help the Derby Jewish community with their kosher procedures.

Somewhere in this he must have made a positive impression on a white knight in the form of Joe Else, the well known Auctioneer, as Joe turned father's life around and into self employment.

In 1948 the business, then a shop trading as F(rancis) Smith & Sons Butchers, was up for sale and Joe funded the deposit on 107 Osmaston Rd, as an IOU loan, and also stood guarantor on an overdraft at the National Westminster Bank in Iron Gate.



The shop on Osmaston Road before my father bought it

Now livestock auctioneers need to build a coterie of buyers as well as sellers, but I none the less look back now at this and see something a bit out of the ordinary. I remember clearly some years later being present in Joe's office when father paid off the last of the IOU. Joe took the bit of paper (nothing more) out of his desk drawer and tore it up, debt paid. That's getting a bit ahead however.

As an aside about where family history leads us, we find in going back with an on-line search that the Market Hall alone had 36 butchers "shops" in 1881.

A Joseph Machin had the 107 business in 1891 but I have found that Francis Smith was born in 1854, and after being a butcher in Regent St, had been trading at 107 since just before 1895.

In 1941 according to Kelly's Directory Osmaston Rd, long though it was, had some 10 butchers scattered along on the west side (even numbers) and only F Smith on the east. However competition must still have been strong. We presumably bought the business off his son Leslie.

From 1948 to 1954 with rationing etc Dad traded as a simple butchers busi-

ness, and where his meat came from I know not, nor about the system of supply controls. However my mother's stories, long after he died in 1976, suggest there was "augmentation" of official supply with private arrangements. One night travelling back from Weston on Trent, the nipper David on the back seat of a Hillman car is reputed to have said "I smell sheep" and was never taken on these trips again. Walter also nearly got caught after slaughtering a calf on the same farm but out in the fields away from the village, where he dropped his driving licence. Some time later he went back and found, before anyone else, the evidence next to some buried skin and waste products.

My mother also acknowledged that when the demolition came about, she wondered how many skins they found buried under the rose beds in the garden of 107.

Controls came off in 1954 and the slaughter house at the top of the yard was re-licenced. It was one of then only 5 private facilities operating in Derby. In 1940 there had been 20 which had all been closed down under the Defence Regulations.

The road side property at 107 consisted of a shop, a cellar and fridge unit, two downstairs rooms, 4 bedrooms and a bathroom. The latter was over a service archway to the back garden and sheds. The slaughter house with lairages, cool stores, and making up rooms were at the top of the garden up the cobbled driveway. Behind that was Rosehill St looking down onto London Rd and Traffic St.

The National Archives tell me that by 1958 we were slaughtering some 2200 animals annually and I know this was in conjunction with two other Derby butchers (Percy Husbands of Mansfield Rd and Dick Chambers of Clarence Road - R G Chambers still existent until 12 months ago according to Google.) Team work was needed when slaughtering so I can understand how this developed. They also produced carcasses for at least two others (Wilf Pass, Osmaston Rd and Don Sims, Abbey St).

At peak they occasionally slaughtered on Sunday mornings, but always on Monday and Tuesday afternoons after being at either Nottingham or Derby fatstock markets. Private purchases also came into the supply chain. I remember it well and cattle trucks delivered to the archway gates by reversing at a 45 degree angle across Osmaston Rd. Other traffic could then just get past on one carriage way.

On a Sunday slaughtering, Dick (younger than the other two) would some-

times have to go to the Normanton Barracks for his compulsory TA training. He mostly came back quite quickly to do his share of the work, unless the wrong gateman was on duty. You can guess for what reason.

One fateful Saturday (not a usual delivery day as the shop was full steam then) a truck brought a steer and by driver inexperience, bad positioning and lack of staffing it escaped, set off down Osmaston Rd, down St Peter's St, literally round inside Burton's Tailors, round past Ranby's and off up towards Mackworth where it was eventually cornered and returned to the shop. I guess father would not allow the police to shoot it even if they wanted to. On another occasion, a Tuesday, which I remember, he certainly did not give permission when a beast got loose at the Derby Cattle Market during loading. All was well with a bit of calm and patience.

As a little boy, between 6 and 10 years old, I was brought up in this system and helped out washing down all through the process when not at school. I can report that offals, skins etc went to the Skin and Hide on the Holmes as did waste fat and bones from the shop. The S & H was a smelly place at best. Our waste waters and other fluids went down the drain to the sewers!!! Some blood was of course caught for Black Puddings, sausage was a staple manufacture and at peak we made our own pork pies, pressed tongues etc. We never went short of manure for the garden which was mainly roses!

All cold carcasses after slaughter were inspected by the public health inspectorate and this was often a chap called Ray Copp, whose wife had a hairdressers in Spondon. If he identified diseases in the carcase, the heads, hearts, livers or lungs (called lights), they were " cut down " ie condemned to waste. We then of course had paid for a beast and had a total loss before we had started, so to speak. I only once remember the fuss when a whole carcase was cut down.

The typical trade for all three butchers was for smallish beasts (often native breeds like Aberbeen Angus or Hereford crosses and mainly heifers) that produced small joints but pride in quality did matter, so even if bought at auction many animals came from the same farms every week (Today's "farm of origin" is nothing new, just hyped up more than in the 1950s.) In cattle terms these were about 350 kg live weight which is nothing today with most animals not now slaughtered much below 500 kg. However they were young and tender and by cooling and hanging for at least a week or more this quality improved.

Christmas fatstock competitions meant the chance to buy (at inflated rates) the prize winners and their red Rosettes for display in the shops. Of course if

it was one of “our” supply farmers who won, we had to pay the premium just to keep the producer sweet for the future.

As Dad said “ there are tricks in all trades bar ours and ours is full of them”.

The business had a thriving delivery service all over Derby and rural districts - some places twice a week. We did supply the NHS at the DRI for a short time but they were always late payers and so that soon stopped.

The typical butchers shop with sawdust on the floor served folk in all the surrounding streets of terraced houses and operated 6 days a week, with Wednesday only a half day and Saturday afternoon closing whenever business faded away, especially if Dad had gone to the football.

Through the later part of the 1950s the shop was staffed by Dad together with Charlie Bamford and John Sparks both of whom were popular with lady customers. Traditional selling skills always involved patter or what they have now renamed, but often removed from retail, interpersonal skills. I remember one farmer client called Stan who came in weekly and had the opening gambit of “ I want something cheap” (this he pronounced Chip). Really he wanted the best and always paid well but the ritual always started that way.

As in the photo, historically meat was displayed as close to the customer as possible and so had a wide lifting sash window in front of the traditional display slab which was made of marble. However other than allowing the whole slab to be washed down out direct onto the street, when we also washed the pavement every week in a Saturday ritual, it could not last. Even in the 1950s, when we did not hang meat outside, only in the shop, hygiene demanded that it was replaced with a fixed plate glass and internal refrigerated unit to keep meat cold and away from traffic fumes. That display was for ever going wrong for some reason whilst all the other fridges never seemed to cause problems.

For a few years we also supplied the TOC H summer camps at Osmaston and I remember taking meat and sausages out early on a Sunday morning and staying for breakfast.

The shop was part of the social network of Osmaston Rd; with Walter Keeling's at the Off Licence at 117, a bread shop at 115, Mack's furniture store next door at 109 onwards, a newsagents at 105 (The picture - year unknown - shows this as F Smith as well but I do not remember that, nor can we decipher the window advertising). The greengrocers was across the road next to the Polish Club (now the only thing standing and is DFW Flooring) and an

electrical factors. Up the street at 119 was the Doctors which still stands but now at the side of the new ring road not the corner of Bradshaw St as was. Down towards the Spot was an ice cream shop, a chippy which was always the source of Saturday lunch for all staff and a barbers shop which seemed to change tenant regularly if memory serves correctly.

The beer barrels for Keeling's went under the off licence floor via a trap door in Bradshaw St and they sold draught Offilers Ales. Ladies would come in with a jug in a shopping bag as he sold sweets and some groceries as well, but the booze could be hidden from plain sight. Walter junior was a keen and successful motorbike scrambler who would, when I was very young, give me a ride on the back of his bike.

A 1950s Derby flood (poor knowledge here) caused our shop cellar and fridge to flood and I remember the smell for a few days. How the drains worked as it was below street level I can never work out even now.

The Polish club were customers as you would expect and Dad would go across for a social drink on occasions, but this stopped when one day their hospitality was too good and mother had words.

I do not remember the trams but do remember the tramlines being dug up and the road resurfaced. Saturday afternoons were punctuated by the thousands walking up to the Baseball Ground. Dad went with a good friend who had season tickets, but he went up at the last minute by shop bike which he left in someone's alleyway. Sundays were when the Salvation Army marched past.

Living behind and above the shop meant that security should have been fairly simple, but one night we were awoken by the local beat bobby shouting up the stairs "Any one in?".

Dad had forgotten to lock the shop front door. That was of course when a bobby checked the street doors on their nightly walking patrols.

Then came the inner ring road plans for the road from Cockpit Hill up to Os-maston Road and 107 was slap bang in the middle of the roundabout.

Through the late 50's all the properties behind us were demolished as slum clearance so business declined and the pressure of fighting the inevitable was severe.

The process took some years from the first notices about changes through to the negotiations etc. Some people did not fight too hard and settled quicker than us. The National Archive documents show how this was used against

Dad's arguments for valuations. Equally technical changes and new legal requirements for slaughter houses added nails in the coffin of the settlement.

Gerald Garret A. A. I. represented us and many a late afternoon was spent in the kitchen discussing the way through to an agreement. All without success until the tribunal when it is now publically clear much claim and counter claim came before the arbiter, Mr John Watson. Some were won but most lost so the overall settlement left dad £52.50 out of pocket on the sealed offer and substantially below his claim in 1960. The calculations for both sides are all in the documents and the arithmetical effects of capitalising net annual rental values can be seen.

By this time he had purchased a small dairy farm and off we all went to another life. However in hindsight the National Archives allow me to see that from 1948 to 1960 Dad had trebled his initial investment at a time when inflation was 60% over that period. His hard work had achieved something and Joe Else's faith had been repaid in more than cash.

After a few years dairy farming in Etwall Dad resumed his butchering career but he died suddenly one night after having returned to his pre and post war haunt of the Derby Market Hall and his own stall. Even then The Corporation won again. As no family members wanted to take over, the lease was terminated virtually instantly, and we got nothing for his fixtures and fittings as the lease had not run for enough years.

Anyone with direct memories or corrections to my memories and research would be very welcome to email me as below.

*David Marshall [Mem 8143]
E-mail: dmatcc@btinternet.com*

On the 2nd March 1812 English painter and mezzotint engraver John Raphael Smith died. He began his career as an apprentice to a linen draper in Derby and moved to London to follow the same trade, painting miniatures to subsidise his income. He then moved on to engravings, producing his plate of the Public Ledger, which became very popular. He was eventually appointed engraver to the Prince of Wales and exhibited at the Royal Academy from 1779 to 1790. He was the teacher of the romantic landscape painter, J.M.W. Turner.

LITTLETON POYNTZ MEYNELL

Seeing a mention of Littleton Poyntz Meynell in the last magazine, Mr Max Craven kindly sent me a piece that he had researched about the gentleman.

Having married the wealthy Judith Alleyne, the couple had 3 sons [Godfrey, Hugo and Littleton] and 2 daughters [Mary, who married William Fitzherbert of Tissington, and Judithalaria, known unsurprisingly as Judith, who died young].

Littleton was an alarming character. Dr Johnson noted on a visit to Bradley in 1740 that he combined an inordinate passion for horses and hounds with considerable instability of character. He could take violently against someone on one day and act towards them with great kindness the next. His temper was volcanic. He offered soldiers who were quartered at Ashbourne, money to drive out the rector of Bradley to whom he had taken a dislike.

Not long afterwards the inhabitants of Ashbourne were astounded to find that there was no coal to be had for 10 miles around, for Littleton had brought up a stockpile of over 3000 tons of it, because he had imagined some affront they had committed against him.

He was also a “professed infidel”, [according to Samuel Johnson], forbidding his children to read religious works and treating them extremely badly, which led to the incident noted in the December issue. Afterwards he wrote to the Derby Mercury that there had been a conspiracy amongst the local gentleman to “*effect his ruin and destruction*” and that they had “*perverted and corrupted his children and servants to rob him, to endeavour to murder him and to confine him to a madhouse*”.

In 1734 Littleton commissioned a silver wine cistern from Henry Jerningham of London which took silversmiths, chasers and engravers four years to make and weighed 8000 ounces. When asked by Henry Jerningham to pay the final bill for the cistern, the typically refused and in 1737 Jerningham was obliged to offer the object as a lottery prize. The winner appears to have sold the cooler to the Regent Grand Duchess Ann Leopoldovna of Russia in 1738. Since then the cooler has been in the Hermitage Palace [Museum], St Petersburg.

[Many thanks to Maxwell Craven for allowing me to pick bits out from his article, which as always was a joy to read—Ed]

Christopher Thorpe(Robinson)A Heanor Man

My grandfather, **Christopher Thorpe (born Robinson)**, was a conscientious objector, who had gone to prison for his beliefs in WW 1, and ended up having two sons in law; Harry who fought for the Germans in WW 2 and Bill who forged his age [albeit initially unsuccessfully] to fight for Britain.

Christopher Robinson was born on 15th September 1885. Tragically, his mother, Agnes E Thorpe, died at childbirth so Christopher was raised by his grandmother and grandfather of Loscoe Grange, Heanor . The story was that the father went to America in order to send money home but was not heard of again. His descendants had always assumed that there had been no resident father or husband and that this was a cover up story for an unmarried mother. However, with the help of the Derbyshire Family Historical Society, research showed that George Henry Watson Robinson had married Agnes in May 1885. Further research showed that George Henry Watson Robinson remained in the Heanor area whilst Christopher was raised by his maternal grandparents, Christopher and Zilla (Priscilla) Thorpe. Census and church records indicate that George remarried in 1896 and had five children, two of which died as infants. He did indeed emigrate to America, but it was not until 1905. It is probable that growing up in such a tightly knit community, the boy Christopher would have been aware of the presence of his father and his father's children. However we will never know this for sure, as Christopher never mentioned his birth father to his own daughters.

All of his life Christopher was disdainful of officialdom and the family always suspected that he had adopted the Thorpe name after WW1 to be used as a personal smokescreen, hiding him from Government view. However by the time of the 1911 census Christopher had already started using the name Thorpe, possibly to honour his maternal grandparents. Baptismal records show that as a 16 year old Christopher was baptised on the 2nd of May 1902, when his name was recorded as Christopher Thorpe and his parents recorded as Christopher and Zillah. It is possible that through this formal baptismal ceremony Christopher believed he had a degree of legality about adopting the Thorpe name. However throughout his life he proved himself to be a strong minded character, content about rejecting authority, and would do just as he pleased. Perhaps this was just another case of him so doing.

At the age of fifteen Christopher was already at work, employed as an "earth bottle maker." He then became a miner in Loscoe, near Heanor, just like his grandfather and great grandfather before him. Christopher reminisced about making the 20 odd miles round trip to Nottingham library in order to teach

himself printing. He eventually moved to London and established a small business printing fliers and pamphlets. Records show that Christopher's grandfather, also Christopher, died in 1912 and left probate of £58 16s 6d to be supervised by Tom Lilley the baker. It seems likely that most of this money would have gone to his only grandchild, Christopher, who used the money to purchase the equipment for his printing business in London. W.W.1, and his belief that it was a politician's war, put an end to his printing business; when conscription was introduced he refused to fight and was sent to prison.

We know is that at some stage during the war years he was acquainted with the conscientious objector Clifford Allen who in later life was to become Lord Allen and serve in Ramsey MacDonald's government. Whilst in prison Christopher's clothes were taken away and replaced by army uniform. The cell door was left open but he knew that as soon as he put a uniform on he could be court martialled for refusing to obey orders. So he cut the epaulettes and badges off the uniform and walked out of the prison wearing the demilitarised uniform. He was arrested when he failed to salute a passing officer in the street and then defiantly replied that he couldn't state what his regiment was because he wasn't in the army!

He served time in prisons (including Wormwood Scrubs and Durham) and jumped train when being transported from one prison to another. We do not know the chronology of the wartime events, only that he often said (half jokingly) that he was, in effect, a wanted criminal, and would die a wanted criminal, because of this escape.



After the war he worked in a sports outfitters but, being so independent of spirit, he found it too difficult to work for someone else and struck out on his own once more. He relocated to Rochford to make hickory golf club shafts and sell to the local golfers. His grandsons were amused to learn that he dressed the part by wearing plus four trousers. The advent of steel shafts put an end to that business venture. Money was tight but he made a living by restringing tennis rackets. In later life his daughter Margaret, told of the times she took the train from Southend to London to buy gut for the restringing when she would have been at an age of no more than 11 or 12.

When W.W.2 was imminent, Christopher, his wife Nora and two daughters, Margaret(12) and Mary(10), left England for Belfast, apparently so that his daughters would avoid conscription.

A house was rented at the top of Woodvale Road to convert to a shop. Christopher printed handbills announcing the opening of a new bakery and Nora and the girls spent the night baking deep based English apple tarts. The bakery was successful until one day a disgruntled customer turned to the queue and said, "For God's sake, what sort of shop is this? They don't know what tatty bred 'n sodi bred is." Margaret, at the age of perhaps 14 or 15, was dispatched to the huge bakery on the Shankill Road to find the recipe for the local specialities of potato bread and soda bread: Northern Ireland's first industrial spy!

Christopher's two daughters eventually married men with very different War stories; Mary married Harry, a Latvian, who had fought for the Germans in World War Two and Margaret married Bill.

Christopher was a Heanor man who lived through two world wars. His pacifism, strong distrust of authority and independence of mind and spirit meant he was prepared to go to prison for his beliefs. He was prepared to relocate and change occupations. He worked as a potter, a coal miner, a printer, advertiser, sports equipment maker and, finally, as a proprietor of a Belfast bakery.

What follows is a summary of **Bill's War**.

In 1938 Bill had been working in Shorts Aircraft Factory Belfast. His job was, as a boy helper, riveting wings for bomber planes. His mother took his wages and left Bill with six pence for pocket money. By this time he was smoking 25 cigarettes a day having started, to his spoken shame, when he was 9 or 10. Bill supplemented his wages by boiling cans of water for the men who worked with them for their tea. They each paid him 6 pence, which was a nice addition to his pocket money. Lunch hour was from 12:30 p.m. and the can boys used to jostle for position around the hot water points when the boiler was switched on at 12:20 p.m. This was so that they would get there early to get a good position in the queue. They were found out and Bill and some of the other can boys lost their job. This was calamity for Bill and his parents as he was the only person in the house working at the time.

Bill then got a job as a message boy for a grocery shop, then as an apprentice decorator and eventually in McKinney's steelworks, twisting wire for air raid shelters. He was making 30 shillings and he was still only giving his mother

8 shillings. But after a few months she discovered his pay and he had to increase his money to her.

By 1940 he was working in Short Brothers aircraft factory, preparing material for the machine operator to cut out fuel tanks for the Stirling bombers. Bill worked night shift and was paid an extra 30 shillings a week as a messenger in the air raid precautions squad. He was then transferred to drilling machines. Belfast experienced the two major air raids in the Blitz of 1941. In the first Belfast Blitz, Bill witnessed the Percy Street Bomb coming down, killing 65 people. In the second air raid in May 1941, Bill was actually working in Shorts when it took a direct hit, once again putting out of work for weeks.

“When the raid started we sheltered in an air raid shelter. A sergeant came down and told us to get out as there were great big packing cases of magnesium which they used in bombs- highly explosive. We had candles on top of the boxes, playing cards. When I left the shelter, looking up all I could see was ack ack shells. When the shells burst, fragments came raining down, red hot, showering down, hitting the ground. We walked up onto Airport Road onto Dee Street towards the County Down station. As we went past the station there was an air raid warden who said, “Get in here. There is not much room.” The bombs were still dropping. When we came up from the shelter, I thought I was in a different town. Electric wires were on the floor, buildings knocked down. In the High Street the Albert Clock was still standing ;it was our Mark. Everything else was unrecognizable. Over Queens Bridge, I looked down, I couldn't recognise the town. The factory I was in(Shorts) took a direct hit. We were out of work for weeks. I can't remember if we got paid. We weren't worried about pay to tell the truth”.(Bill Vance)

In 1941 Bill tried to join up at Clifton Street recruitment office in North Belfast. He lied about his age saying he was 18 when in fact he was only 17. However the office needed proof of his age and he was turned away.

In 1942 he eventually did successfully join the R A F. The only way Bill was allowed to leave his reserved job was if he could guarantee that someone else would do his “riveting” job. So he got his little sister, Evelyn, to work at Shorts. She lasted a few weeks. Because of his poor eyesight he could not get a job working as aircrew and had to settle for a ground gunner.

Initially he served in Kinloss and in Lossiemouth. One of his first jobs was to go up into the mountains to recover the bodies of pilots who had crashed during their training. One of his tasks was to guard the airfields and check the gun posts around the airfield. This involved cycling across Lossiemouth golf course which was always deserted even though the greens and fairways were

regularly cut. In 2005 Bill returned to Scotland and paid his respects at some of the overgrown graves of these pilots.

After eighteen months serving in Scotland he worked in various stations in England for a further eighteen months. During this time he was stationed in Farnborough RAF experimental station where he saw all sorts of “strange planes” being tested and saw the first jet. He said this seemed amazing, watching a plane without a propeller.

In 1944 he was posted to Morecambe embarkation station for one week and then to Greenock to join the convoy bound for an mystery destination. The troops were packed in like sardines and not told where they were heading. After five weeks at sea, the ship landed in Bombay; and so it was in India that Bill celebrated his 21st birthday on the 16th of January 1945. It must have been some occasion because when he woke up on the 17th January he was the, not so proud, owner of six tattoos; three on each arm, one in a heart saying Olive (we still have no idea who Olive was) and one saying For God and Ulster. The latter tattoo gave him much trouble in later life, trying to keep it covered when working in Belfast during the Troubles.

Bill’s regiment, 2708 field squadron, underwent 6 weeks intensive training at the RAF regimental depot in Secunderabad. The course had been organised in the form of a competition between 2708 and the 2743 squadron who had arrived in the same convoy. The prize for the winner was to be given a special job. RAF records indicate that the training included lectures on medical matters, equipment, procedure, and range firing.

The course also included open and jungle attack, map reading, compass work, jungle cookery, river crossing and jungle lore. The training course culminated in a 36 hour exercise on the 1st of March. 2708 regiment clearly won the competition as they were given the dubious task of the special job; defending Meiktila Airfield. They flew from North Bengal to Burma in Wellington bombers converted to troop carriers with fifteen passengers in each. The town and airfield at Meiktila had previously been captured by General Slim’s XIVth army. However coinciding with 2708’s arrival the Japanese 33rd army marched their troops back to Meiktila and surrounded the town and airfield, effectively putting British and Indian regiments on an island with the airstrip as it's only way of transporting essentials into the area. An intense battle ensued.

One of 2708’s main tasks was to continually sweep the airstrip in order to keep the airfield open. However this was one of the most dangerous tasks on offer. The Japanese would strap themselves to trees surrounding the

runway and snipe at the men trying to clear the runway. Bill vividly recalled going out into the jungle to collect the bodies of the dead after a skirmish. Apparently the Japanese bodies were burnt. In later life Bill would poignantly remember the awful smell.

Less than 2 months after landing in India 2708 Field Regiment had been flown to Meiktila, many miles ahead of the consolidated front line of the army and for 3 weeks stood up to repeated enemy attacks and shelling. Only a few months earlier, 2708 field squadron had been back in the United Kingdom in a more benign environment. The Squadron had gained the respect and admiration of all units in the area for its two actions against superior numbers of the enemy. (RAF Constant Vigilance The Forgotten War)

After the British retook Meiktila, the Japanese were on the run and for the next six months Bill travelled South defending forward airstrips on the way to Insein, near Rangoon. His convoy was also protecting the radar equipment as the regiment tried to catch up with the front line. On one occasion, whilst travelling through a clearing, an airplane circled overhead. The sergeant said, "Do not worry men, that is a Mossie-one of ours." Bill said, "Well, why does it have two fried eggs on its wings then?" The plane dropped two shrapnel bombs, circled came back and started opening fire. All of the men were running across the clearing towards the jungle. Bill noticed a hole in the ground and jumped into it as the machine guns on the Japanese planes wings continued firing. More men followed suit and jumped into the hole on top of Bill. Bill said he lay there, quite squashed, saying, "More more!" Although there were injuries, thankfully there were no fatalities.

Largely because regiment 2708 had had such a baptism of fire on arrival in Burma, the group were sent back to reform and rearm at the regiment depot in Secunderabad. It was back in India, when Bill developed jaundice and was sent to the base hospital for two months. Bill would often say he felt guilty eating all of the nice food (particularly fruit) whilst in the hospital surrounded by many who had the most severe war wounds. It was whilst he was in hospital that two atomic bombs were dropped in Japan causing the end of the war.

As the war came to an end, Bill joined a ship sailing to Hong Kong along with British and Indian troops. On the way there every night the ship had to stop as the minesweepers had not been put in place. Because of the heat, he used to sleep naked, three decks down. One night he woke up and started running up the flights of stairs to the top deck shouting, "Mines, Mines!" When he got to the top deck he realised he had been dreaming and the noise that had woken him from his dream was the sound of the anchor being dropped. He

had to make it all the way down the flights of stairs with no clothes on, to hundreds of men's cheers. This is how Bill became Northern Ireland's first streaker!

On board the ship the British had dry rations; powdered food to which hot water was added. Each night Bill went to the top deck and watched the Indian troops who had their own chefs. The Indian troops would line up and hold their hand out for a chef to put a chapati on it. Then they walked along to the next chef who put a ladle of curry on the chapati. After a few days of observing this, Bill decided to join the Indian troops in the line and thus learnt to love Indian food. The British troops were aghast. "Why are you eating that foreign muck, Paddy?" they would say.

In Hong Kong the Japanese were rounded up and taken to prisoner of war camps and local jails. Bill was a guard on a ship taking 3000 Japanese back to Kagoshima in Japan; Bill was one of only 15 British guarding the POW's. Bill attempted to treat some of the POWs with a degree of respect and was disappointed in how some of the British were (perhaps understandably) treating the Japanese. A Japanese lieutenant who Bill often spoke to gave him a fan and some rank badges as they were disembarking in Japan. In later years Bill occasionally wondered what exactly awful things that Japanese officer may have done during the war. On board, the Japanese officers still kept their rank. The officers were treated in a reverential and fearful way by the Japanese troops. Many of the Japanese also gave some of the British troops Japanese money in the mistaken belief that the currency would be useless when they got back to Japan. The British troops spent a full week in Japan and enjoyed buying merchandise with the money in the local markets as the currency was still valid. During his stay in Kagoshima, Bill could see the island volcano was slowly puffing away. A few weeks after Bill left Japan the volcano erupted.

On return from Japan, Bill was posted to Hong Kong where he worked for two years as a Wing Headquarters Dispatch Rider. His work involved getting orders from Hong Kong to other stations between nine in the morning and noon. He then had the afternoon free and Bill would often say that is where he got his love of crossword puzzles. Bill had the choice of a riding a 500cc Norton, a 250 BBA and a 350 Matchless. He usually chose to ride the Matchless because it had the new tele hydraulic forks; the first bike to have this. An American officer often would wait for Bill at the headland and burn him off, saying things like, "What kept you Paddy?" Bill changed his bike to the Norton and the next time they met, Bill left the American officer standing. It was when he was billeted in a Chinese house that Bill took lessons in Cantonese with a view to staying. However, Bill returned to Northern Ireland in 1947

when his father took ill.

Harry's War

Harry was born in Riga, Latvia. During World War II, the Russians were annexing the Baltic states. Family stories indicate that the Russians raped some of the women folk, killed some of the men and burnt down the family farm. From the trees, Harry and his brother watched the farm being burnt before joining the German army to fight against the Russians. As the war came to an end, Harry and his brother escaped to Sweden dressed in two Russian uniforms. Six years later Harry emigrated to Canada where he met and married Christopher's daughter, Mary. Many years later when the Iron Curtain came down, Harry returned to Latvia and even met some relatives that he did not know had survived the war.

Bill and Harry did not meet for decades. Indeed Bill often wondered about Harry's experiences during the war and perhaps vice versa. However when Bill's wife Margaret died in 2002, Bill travelled to Toronto and met Harry and indeed got on famously with Harry.

Certainly an intriguing triangle. The conscientious objector and his two sons in law.

Philip Vance

E-mail: vancephilip@yahoo.co.uk

HELP WANTED

I am searching for anyone who may have spent part of a 'school term' at Derbyshire Children's Holiday Centre, located on Scarborough Road, Skegness. I remember that it would have been around the 1950s and recalled there was 'Quatermass' on TV, which I wasn't allowed to watch.

I recall having attended Church and school. In addition, as it was November, we attended a 'bonfire party' at the school.

Is there anyone who can help me with anything of that time. In particular has anyone got any photos, that would be fantastic.

Rhona Brighenti [nee Clarke]

Mem 7589

E-mail: rhona225@btinternet.com

IN SEARCH OF THE ILKESTON BICYCLISTS

The 1880s and 1890s were the defining decades in the history of the bicycle. The ordinary bicycle, which most people today know as the penny farthing, was still dominant in the early 80s. It was a machine ridden mostly by young middle and upper class men. Mounting, dismounting, steering and staying upright required skill and physical fitness. Tyres were solid, brakes uncommon and the rider's energy was converted into motion by pedals on a large fixed wheel at the front. The bigger the wheel the further you could go with one turn of the pedals. The large wheel meant a low centre of gravity and the most common accident was a "header" over the handle bars.

It was the invention of the safety bicycle – essentially unchanged today – in the mid-1880s that allowed the less fit and the more timid to take up the pastime. The perfection of the pneumatic tyre towards the end of the decade and the development of better brakes, more comfortable saddles, lighter frames, and so on made cycling possible for older people and women. The cycling boom peaked in the mid-90s when mass production and cheap imports spread the ownership of cycles even wider to the working class. By the end of the decade the novelty of cycling had long gone and it had been transformed into a form of personal transport, even for women, and was firmly embedded in everyday life.

I am researching all things cycle-related to see how this revolution played out in the Derbyshire town of Ilkeston. The local newspapers of the time, the *Ilkeston Pioneer* and the *Ilkeston Advertiser*, are rich sources of information. Newspapers love to write about accidents; law-breaking is covered in court reports; stories about women cyclists crop up occasionally; cycle manufacturers' and retailers' advertisements are common. The two papers also covered the Ilkeston Bicycle Club, by far the biggest and longest lived, in great detail.

While material from newspapers is abundant it is virtually my only source apart from trade directories which provide a bit more about the trade. I have found no surviving documents, ephemera or memorabilia from the IBC despite its prominence, longevity and the social status of its members. The same is true for the cycle trade. No personal accounts have emerged and very few photographs. With the help of a genealogist friend I have tracked down descendants of some of the men involved in the IBC and the trade with little to show for it except in the case of Fred Fletcher who was a national champion at two distances in 1889.

The first written reference to cycling of any kind in the town concerns,

strangely, a visiting novelty act performing at a fete in 1879. Then there are a few badly organised races in the early eighties. It was not until 1884 that the press really began to notice cycling when the Ilkeston Bicycle Club was formed.

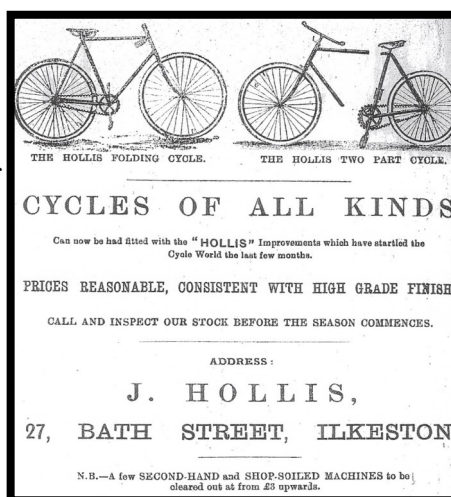
For eleven years IBC organised an annual athletic and cycling sports day, first on grass at the Rutland Recreation Ground and then on a purpose built cinder track at the new Manor Ground (now the site of a Dunelm store). Competitors, including some of the best amateurs, came from around the country and crowds of up to four thousand paid 6d (another 6d for the enclosure) admission. During the season there were four or five club runs per month to places like Matlock, Wingfield Manor, Radcliffe-on-Trent, Hucknall. Distances were not great by modern standards and there was always a meal at an inn and plenty of “lubrication” before during and after. The sports and club runs were only part of the attraction and at least half of the members were non-cyclists. They joined for the social life which revolved around frequent smoking concerts in the off season and an annual dinner. Reading the accounts of what was said at meetings, dinners and smokers the club went to great lengths to emphasise its respectability, although there are clues that some occasions were quite boozy and raucous affairs.

Membership of the club was limited to a certain class of men and it was necessary to be elected by existing members. IBC modelled itself on the gentlemen’s clubs of London, having its own room first at the Sir John Warren Hotel and later at the Rutland Hotel (now the site of an Aldi store!). For a while the club had its own gymnasium. There are no surviving club documents but an analysis of press reports provides a good picture of the social composition of the membership and guests. Dinners, for example, were usually attended by five or six Borough councillors (out of a total of eighteen), often including the mayor, as well as previous and future councillors. Many men of consequence in the town were associated with the club at some time, and that is why the papers reported its every move. Local politicians, bureaucrats, professional men, owners and managers of factories and mines, freemasons, churchmen – they all joined the club or attended its functions. Until 1896 club membership was men only, women making an appearance as guests at the ball and on the annual picnic. The ball soon became the highlight of the social calendar in Ilkeston, the guest list reading like a “Who’s Who” of the town and surrounding area.

In the mid-90s the club got into financial difficulties. The owner of the Manor Ground had handed the track over to the club rent-free for five years and the committee borrowed money to bring it up to the standard required for holding National Cyclists’ Union races. Revenue from membership and

sports receipts were beginning to decline at the same time and the club had difficulty paying off its debt. The real reason for the club's eventual failure was that socially its time was up. Cycling was now an everyday activity and you didn't need to be in a club, and the fashionable people of Ilkeston deserted it for other leisure pursuits and social activities.

As the popularity of cycling increased so did the list of manufacturers and retailers. In the years up to 1914 Ilkeston had no fewer than eighteen manufacturers of cycles and/or components and about half of them also sold machines. There were seven different retail-only outlets and three men from Ilkeston took out patents for frames, components or improvements. Most of the businesses were small and although some more ambitious projects were talked about none seems to have materialised.



I am not deterred from working on a book about two decades of cycling in Ilkeston, but the inherent bias in newspaper coverage is not balanced by other types of evidence. A big drawback is the lack of visual and material and personal accounts which can really bring a topic to life. Like family historians the local historian often curses those who have gone before for their lack of foresight!

Jeffrey Wynch
E-mail: j.wynch@btinternet.com

I wonder therefore if any DFHS members are researching Ilkeston ancestors from this period, and if any of them might have been connected in some way with cycling, or if anyone has come across possible sources that have so far eluded me. As a *quid pro quo* I have a fairly good working knowledge of the Ilkeston middle class during this period, and some of their family trees, and might therefore be able to shed some light on the lives of these ancestors. If any members have information to share perhaps they would contact me via the editor.

CHURCHES OF DERBYSHIRE

53. Chellaston St Peter

The original Chellaston village consists of an ancient church, a school, shops and a meandering high street, all now surrounded by a sprawling modern suburb of hundreds of smart new houses, with a constant flow of traffic to and from the centre of Derby. The original village was worth three shillings when the King granted it to Henry de Ferrers in the 11th century. Local legend grants Chellaston with being the reputed birthplace of Robin Hood, with no greater justification than that, several hundred years after the outlaw's time, the manor came into the possession of the Earls of Huntingdon, which title was often given to Robin Hood in the old ballads.



Chellaston remained small for a long while, being relatively isolated. It was cut off by the Trent and until the ferry at Wilne was replaced by Shardlow bridge, the only major crossings of the river were at Burton and Nottingham. The road from Derby bypassed Chellaston. Unlike many villages it seemed to develop its own government. It maintained its own highways, exercised the right to

worship as it wishes and exploited its own assets to create work. There were 34 female workers operating in their own homes at lacemaking in 1851, indicating a need to supplement meagre wages. Some of the workers cottages and terraced houses are still standing, some showing foundations of even older houses.

The tower of St Peter's Church provides a focal point. It is a 19th century addition to a building that dates from the 14th and 15th century, but does not look out of place and it seems to mirror the distinctive overall geometry of the church. Unusually the church has a main door that is half way down the nave and also appears to be double-aisled, because the south aisle is almost as wide as the nave.

When the building was re-pewed in 1813 a number of ancient alabaster slabs were removed, with several being given to the churchwarden so that he could use them to pave the floor of his stable. This is a great pity, because Chellaston's early wealth was founded on its rich deposits of alabaster, which was prized as a material for effigies, tombs and altarpieces.

Chellaston alabaster can be found in churches at Swarkestone, Aston on Trent, Radbourne and Breedon, also in Derby Cathedral as it was used for Bess of Hardwick's tomb. When supplies started to run low, gypsum from the quarries was sold as materials for paths, roads and floors. The local factories then turned their attention to brick-making, especially during the Second World War when a huge stockpile of bricks was built up at the Government's request, in the event of the Rolls Royce Factory being bombed. The last brickworks closed in 1978.

The church was formerly a chapelry of Melbourne and is built in the early English style. The embattled tower was erected in 1840 and in the 1920s the church was entirely re-roofed in oak and lead. Astonishingly the parish church of Chellaston, the home of alabaster, contains no monuments in its native stone apart from a small carved replica of St Peter, which was given them. In contrast, the Methodist chapel, erected in 1875, has a beautiful reredos of alabaster to the memory of W. T. Whelpton, who assisted in the building of the chapel, while its pulpit and font are also made of the Chellaston stone.

The church formerly had a side chapel dedicated to the Bancroft family of Swarkestone, and there are two memorials to members of this family dated 1551 and 1557. There are also several 17th century memorials to the Whinyates.

There was probably originally a small chapel on the site where the present building stands, but all that remains from the Norman period is the font. The nave and south aisle date essentially from the 13th century, with the chancel from the following century. There was much further rebuilding and restoration in the 1880s. The pipes of a modern organ are situated over the tower arch at the west end. It is a relatively small church for what is now a very large suburb.

The Society has a copy of the Parish Registers, the Memorial Inscriptions and quite a few books about the village. Please call in if you would like to have a browse.

Welsh Ramblings - What The Papers Can Tell You

The addendum to my “Baker Family History” that I reported as being currently empty back in Issue 164 at the beginning of 2018 has now reached 18 pages. So, as you can see; I haven’t been idle! Most of the new content comes from my searching the online British Newspaper Archive, to which I returned recently after a bit of a hiatus on that front. I don’t know whether it is the result of me being more precise (and patient) with my searching, or that the archive is being continually added to, but I have found lots of new information about people in my family tree to add to all that I had found before.

All through my research I have aimed to come up with more than just a record of people and dates, and the newspaper archive has helped me to add so much in terms of background information – some trivial, but a lot significant – that has helped me to understand how people lived their lives.

For example; I learnt things I didn’t know about my paternal grandfather, who died in 1938, from a report on his funeral in “*The Derby Daily Telegraph*”. George William Baker had been employed by the L.M.S. for about 37 years and at the time of his death he was chief of a section in the Trains Office of the Divisional Superintendent of Operation, Derby. He was also a member of the L.M.S. ex-Servicemen’s Association.

As seemed to be the norm in those days, the report went on to list both the mourners and those who had sent wreaths. Such information for other family funerals has proven to be very useful in helping to identify family members (especially useful to discover whom daughters married).

While on the subject of death (!), my new findings include details of four suicides in the family. Two of these I knew about from the death certificates, but had no information, while the other two were a surprise. It doesn’t feel right to go into all the details, but I think it is worth just giving an indication of what you can find in the newspaper archive.

My paternal grandmother’s first husband took his own life in 1915. The report of the inquest at Nottingham General Hospital was reported in the “*Nottingham Daily Express*” and it even included the opening lines of “*a long letter addressed to his wife*”. Reading the words “*Dear Clara. When you get this you will be a widow...*” really brought it home to me. Fortunately, in a way, he had apparently persuaded Clara to go away for the weekend (presumably to visit her family in Derby) so she was not there when it happened. Her unfortunate husband was found at home by a work colleague and

taken to hospital by taxi, but he died soon after. Clara was “*summoned back by telegraph*”

My maternal great-grandfather’s first wife also took her own life, at the age of 23 in 1891. There was a very lengthy, and detailed, report in the “*Luton Reporter and Beds. and Herts. News*” and it is worth noting two things. Firstly, the language of the report, which began: “*The inhabitants of that part of Luton indefinitely known as New Town were on Sunday last much excited by the startling intelligence that a young married woman in Albert-road had put an end to her life by taking poison. The rumour was only too well founded.*” Secondly; that she died at home on the Sunday, the post-mortem examination was carried out IN THE HOUSE on the Monday, the inquest was held in a local public house on the Wednesday, and she was buried on the Thursday. They certainly didn’t hang about in those days. Oh; and to add to the tragedy, she was pregnant. The report stated that the funeral procession to the cemetery “*was witnessed by a crowd of some two thousand people, composed for the most part of women.*” It later transpired, and was reported the following year, that at the time of her death she owed approximately £150 on her business (a small shop) – a considerable sum at that time – and it is surprising that no mention of this seems to have been made at the inquest. Perhaps at the time it was unusual for a woman so young to be running her own business and the (presumably) all-male jury did not attach any importance to the fact.

Someone more on the periphery of the family tree took her own life, according to family legend (supplied by someone who contacted me after reading one of my previous articles), by throwing herself into the canal in Borrowash, after returning from Nottingham by train in 1903; although at the inquest (held **on the same day** – and again, in a public house) the jury only returned a verdict of “*found drowned*”. Her husband had died just two months earlier, but at the inquest her daughter stated that her mother “*had not been in any particular state of ill health as far as her knowledge went.*”

It does seem that in those days inquests were much less comprehensive than they are now – perhaps not surprising if they were held so soon after the death!

The biggest surprise though was a report in “*The Birmingham Post*” in 1956 of a relation of my maternal grandfather being found with gunshot wounds in a bedroom at his house in Mickleover and being dead when taken to the Derbyshire Royal Infirmary. Apparently, his wife had heard a shot, went upstairs and found her husband. “*A shotgun was nearby.*” I will have to keep looking for further reports on this particular incident.

My father's aunt, Emma Baker, was a witness at a Coroner's inquest into the death of a cyclist in 1946, as was reported in "*The Skegness Standard*". Apparently, she and a friend had been walking along a quiet road when two people on a tandem knocked them down; the cyclists came off the tandem and one of them died as a result of a fracture of the skull and brain injuries; presumably he had hit his head on the road surface - no cycle helmets in those days! I doubt that the police closed the road for several hours while they conducted their investigations, either.

Perhaps this is a good time to move on to matters less serious. Also in "*The Skegness Standard*", in 1947 it was reported that two boys who had run away from home pleaded guilty to taking away a car without the consent of the owner. "*Kathleen Moore, ...*" (my father's cousin) "*... clerk, Windyridge, Chapel St. Leonards, said she left her car outside 50, Algitha Road and some time later found the car had gone. She valued it at £300. Later she saw the car in the possession of the police.*"



Kathleen Moore and her aunt Emma Baker. They moved to Chapel St Leonards, along with Emma's mother Eliza Ann Baker, in the 1920's and Kath and Emma moved to Skegness after WW2. Neither of them married.

As well as reports of funerals, the papers of yesteryear also included detailed reports of weddings, as with a Warner wedding in 1928 when "*the bride was dressed in ivory georgette trimmed with sequin, brilliants, and crystals, and wreath and fall to match. She carried a bouquet of scarlet roses and was attended by Miss. K. Warner (sister of the groom) who wore a dress of crepe de chine and headdress of silver leaves, and carried a bouquet of carnations, and the Misses Violet and Betty Hartshorn, cousins of the bride, who wore dresses of pale pink taffeta, timed with scarlet rosebuds and carried baskets of sweet peas.*"

By contrast, a Warner wedding in 1916 was reported under the heading “*KHAKI WEDDING AT MICKLEOVER*” where the bride “*was married in her travelling costume of fawn cloth*” and “*the bride and bridesmaids carried ivory-bound prayer books, and wore button-holes of white heather. A reception was afterwards held by the bride’s parents at Mr Ramsden’s, Corn Market.*”

Even matrimonial problems were the subject of newspaper reports. In 1915: “*Frederick Nicklin, labourer, Mickleover, was summoned by his wife, Charlotte Nicklin, who applied for a separation order on the ground of persistent cruelty. – Complainant said her husband was a stoker at the asylum. They had been married 15 years and had two sons. She left her husband late on Saturday night, because he was in beer, and after threatening to cut off his own head with a knife he made for witness. He said he was tired of her, and would cut her head off, too. Witness rushed out of the house, and was now living in Derby. She had had trouble all her married life, but her husband was better when he was off the drink. Recently he had been drinking heavily. – The defendant offered to take his wife back, and said he would do his best for her. – He cross-examined his wife, and the Chairman said there seemed to be faults on both sides, and the parties must learn that here was a deal of give and take in married life. – The case was adjourned for a month in the hope the couple would come together again.*” I doubt if modern day courts would take quite such a “casual” approach! However, the couple must have overcome their problems as in 1944 Frederick “*the beloved husband of Charlotte*” died.

In October of the following year there was a report headed “*Ex-P.o.W Father Waits To Welcome Repatriated Son*” which said: “*A SUN-TANNED, smiling Army captain was among one of the groups of relatives and friends waiting anxiously on the platform at Derby L.M.S. station last evening for the arrival of the latest party of local ex-prisoners of war. Then the word went round that it was Captain Quartermaster F. C. Nicklin, of the Sherwood Foresters, who had arrived shortly before and was now waiting with his family for his son, C.Q.M.S. C. F. Nicklin, travelling with the main party. It was indeed a reunion for the Nicklin’s, Father and son, who were in the same prison camp for a time, were separated for the last short stretch of the journey home, but now they met again in their own home town. In the family party were Captain Nicklin’s mother, Mrs. F. Nicklin, of 12, Uttoxeter-road, Mickleover, his wife, whose home is at 21, Queen’s-drive, Littleover, and his son’s fiancée, Miss Margaret Donnell, of Galashiels.*”

The Captain Nicklin is Charlotte and Frederick’s son Frederick. I already knew that he and his wife Ethel Grant had a son, Geoffrey, so reference to

their son C.F. Nicklin caused me to search the birth records again – a Charles “P” Nicklin, mother maiden name Grant, was born in Sheppey in 1921 so this must be Frederick and Ethel’s son Charles. I couldn’t find a marriage for Charles, but if his fiancée was from Galashiels they may have married in Scotland. However, the local Derby paper came to the rescue, with a “*Forthcoming Marriage*” announced in 1945: “*NICKLIN-DONALD. – The marriage will take place at St. Cuthbert’s Church, Galashiels, on Wednesday, Dec. 12, at 2.30 p.m., between Charles Frederick Nicklin, elder son of Capt. And Mrs. F. C. Nicklin, 21, Queen’s-drive, Littleover, and C.Q.M.S. 1/5th Foresters, and Margaret Temple, only daughter of Mr. and Mrs. A. Donald, of 35, Bridge-street, Galashiels.*”

There had been a series of reports leading up to this homecoming.

In March 1942 it was reported that “*LIEUT.-QUARTER MASTER Frederick Charles Nicklin, Sherwood Foresters*” had been reported missing since the fall of Singapore and that his son “*Company Quartermaster Sergeant Charles Frederick Nicklin*” was in the same battalion of the Foresters, and was with him in France and Malaya. “*No word has been received of C.Q.M.S. Nicklin. He is 21 and joined the Army in June, 1939. He was an apprentice at Messrs. Bemrose and Sons, before the war*”.

In December 1942 it was reported that Frederick Nicklin was now reported to be a prisoner of war but that no word had been received of Charles. In May 1943 it was reported that Charles was now known to be a prisoner of war. In July 1943 it was reported that Frederick had sent a postcard home which suggested that father and son were in the same camp. “*There is no need to worry about us. We are quite all right*”, he wrote.

In September 1945 Mrs. Nicklin received a telegram a telegram from her husband Frederick and her son Charles saying that they had arrived safely in India on the first stage of their homeward journey.

On October 16th it was reported that they were both sailing home in the “Ormonde” which was due in Southampton on October 23rd. Finally, there was a report from the dockside in Southampton (with a picture of the liner drawing alongside the quay): “*THE FLAG-DECKED ORMONDE MOVED SLOWLY ALONG SOUTHAMPTON WATER YESTERDAY AFTERNOON. ALONG HER DECK RAILS STOOD, SILENT AND STILL, 1,344 EX-PRISONERS, INCLUDING 65 FORESTERS FROM THE FAR EAST MURDER CAMPS – AMONG THEM CAPTAIN QUARTERMASTER F. C. NICKLIN.*”

THEY SEEMED AFRAID TO MOVE IN CASE, AS ONE TOLD ME LATER, "THE SHORES OF ENGLAND, WHICH WE HAD ALL DREAMED ABOUT, SUDDENLY DISAPPEARED." THE CROWDS ON THE QUAY-SIDE WERE ALSO SILENT, PROFOUNDLY MOVED ON SEEING THESE MEN WHO HAD SUFFERED SO MUCH FOR SO LONG.

SUDDENLY THE ORMONDE'S SIREN GAVE TWO LONG BLASTS. IT BROKE THE TENSION THAT EVERYONE WAS EXPRIENCING AND A MOMENT LATER THERE CAME A GREAT SURGE OF CHEERING WHICH LASTED FOR TWENTY MINUTES, WHILE THE HUGE SHIP SLOWLY CLOSED ON THE FLOWER-BEDECKED AND FLOG-COVERED LANDING STAGE."

I have found quite a few reports from the nineteenth century where family members had brushes with the law – hopefully no more than the average family – and again, it seems that the newspapers of times gone by reported more details than we would see today. I'll save those – and more – until next time.

*Simon Baker [Mem 7958]
E-mail: S-BAKER1@sky.com*

ROUND AND ABOUT

BUCKINGHAMSHIRE F H S are holding an Open Day on Saturday 27 July from 10am to 4pm, at the Grange School, Wendover Way, Aylesbury. Research facilities will include their names database. There will also be guest societies from around the country, local history and heritage groups, talks, and various aids to research on sale. Admission is free with free parking and refreshment area. Further information at www.bucksfhs.org.uk

THE LIDDIARD GATHERING is being held from 12-14 April 2019 for anyone with ancestors of that name [or variants]. There are lots of activities planned with a bus trip to other locations. For a full programme visit Liddiard Gathering on Facebook or the website <http://liddiard.one-name.net>

The last family gathering was immensely successful I believe and the organisers are hoping that this one will be equally so.

Following the Drum

During the Napoleonic period, it was customary for British troops ordered abroad on active service to take some of their wives with them. I have been researching the lives and experiences of these women on campaign using contemporary letters and diaries, official orders and regimental records, but I'd like to know more about what happened to the survivors when they came home at the war's end.

The Adjutant General's Regulations and Orders laid down that "*the lawful Wives of Soldiers are permitted to embark in the proportion of Six to One Hundred Men including Non-commissioned Officers.*" In an infantry battalion, that usually meant about six women to each company. The rule did not apply to officers, though very few seem to have wished to subject their ladies to the rigours of campaigning.

The wives who were to accompany their husbands were usually chosen by ballot, a tense and harrowing process. Then the regiment marched from its depot to the port of departure, often accompanied by the wives and children who were to be left behind, desperate to remain with their men till the last minute. There are some harrowing descriptions of the tearful final farewells, with men, women and children not knowing when, if ever, they might see or hear of one another again. No wonder that one soldier, witnessing such a scene in July 1809, wrote "On this occasion my feelings nearly overcame me, and I really could not help rejoicing that I was a single man."

It's a relief to know that the women left behind were not actually abandoned, but were given an allowance (not exceeding two pence a mile) to enable them to make their way home. The regiment issued each woman with a certificate which was countersigned by a magistrate who made out a route, specifying her destination. As the woman made her way across country, she presented her certificate to the overseer of the poor in each parish, who gave her sufficient money to see her through to the next stage, and who was no doubt all too anxious to see her on her way. Whatever hardships these women endured, on foot in all winds and weathers, with poor food and accommodation, and perhaps a child in tow, they had little choice. War Office regulations were uncompromising: "*Wives of Soldiers not complying with the Regulations...shall be treated as Vagrants.*"

The women who were accompanying their husband's regiment had to endure all the hazards and privations of the high seas. Sometimes units sailed in warships, at other times in slow and leaky civilian transports, "*drowning ma-*

chines" as one officer called them. On long voyages hammocks or bunks were supposed to be provided, but often there was nothing but the deck. In storms, with the hatches battened down, conditions were appalling, with men, women and children crushed together, rolling about, and seasick in the darkness. There were also the hazards of enemy privateers, fire, shipwreck and sometimes childbirth to contend with. Where they were bound for depended of course on the government's shifting strategy. It may have been Holland, Egypt, the Cape or India, Denmark, North America or the West Indies. But most often it was the war in the Peninsula, between 1808 and 1814.

Once in Portugal or Spain, the troops and their wives faced a life of almost constant movement exposed to every kind of weather. The infantry marched of course, though most of the women managed to acquire a donkey, either to ride or to carry their possessions. There were no tents until the very end of the war, and regiments were either quartered in whatever buildings were at hand or they bivouacked in the open. Clothing and especially shoes wore out: it was often a ragged army. It was also very often a hungry one when supplies failed to keep up. Wives must have been permanently hungry in any case, because women were officially entitled to only one half of a soldier's ration, and children a quarter. It was probably because of this that despite stringent orders against it, the women were notorious plunderers.

After battles and sieges soldiers' wives often tended the wounded, but they were also determined looters, and shared with their husbands the besetting sin of drunkenness. Occasionally they were taken prisoner (usually soon released), and were sometimes involved in the fighting itself. More often, they had to face the harrowing experience of searching the battlefield for a wounded husband, or his mutilated remains. Many women were widowed of course, which meant that they were no longer on the strength and entitled to rations. They usually solved this difficulty by quickly marrying another soldier. There were cases of women making arrangements with several men in advance, just in case. It was a matter of survival.

After the war came to an end at Waterloo in the summer of 1815, the regiments and their women came slowly home. And what did the future hold? Married couples who survived stood a better chance of prospering and some lived in reasonable circumstances. A few women became sufficiently respected members of the community to merit impressive memorials, such as Ann Winzer, buried at Piddlehinton in Dorset, whose gravestone describes her as a Waterloo heroine, or Jenny Jones, who lies at Tal y Lyn in Wales, whose memorial records that "*she was with her husband of the 23rd Royal Welch Fusiliers at the Battle of Waterloo and was on the field three days.*" But many were widows. Some of these were able to benefit from the public



*Grave of Ann Winzer at
Piddlehinton in Dorset,
describing her as a Waterloo
heroine*

subscriptions raised after Waterloo, but as the years passed many were faced with obscure poverty, begging for parish relief or a place in an almshouse. Some fell into crime.

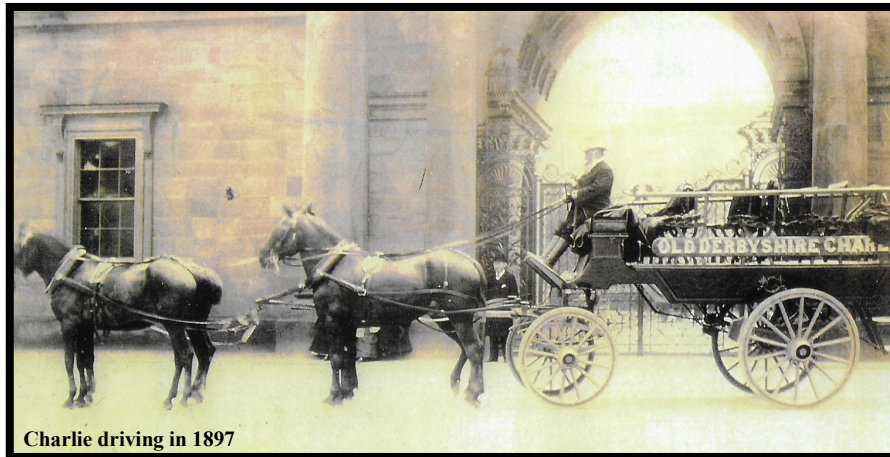
So my purpose in writing this article is to ask for help. Perhaps someone has traced just such an ancestor, and has knowledge of her experiences on active service, or of what became of her afterwards. And it would be good to know of any more heroines whose graves or memorials record their deeds. I am trying to rescue some of these doughty women from the historical shadows, and if you can help, I'd love to hear from you. You can contact me via the Editor, or directly at my email address.

David Clammer
E-mail: davidclammer@gmail.com

“Old Derbyshire Charlie” dead

Career of Mr. C. Hicks, Bakewell

The death of Mr. Charles Hicks, which occurred at his residence in Matlock Street, Bakewell, late on Saturday night, was the breaking of an exceptionally interesting link with the days before trains began to run through North Derbyshire – when stage coaching and postillion service were in daily demand. “Old Derbyshire Charlie” as Mr. Hicks was proud to be called, had very lively recollections of the old times when Bakewell was much more of a county town than it is today, when “many of the quality” (as “Charlie” would say) used to come to Bakewell for the summer, and bring their own horses and carriages; and when coaching in all seasons was the readiest and most fashionable means of travelling.



Charlie driving in 1897

Of these times “Charlie” had a fine budget of stories with which he would amuse a friend for a very long time. He knew, too, all the legendary tales of the district, and was as pleased to tell them as anyone could be to listen to them..

Mr Hicks was indeed the “grand old man” of Peakland cab proprietors, and he will undoubtedly be fondly remembered for many years by a host of friends in the district and by many of those visitors to Bakewell who had the pleasure of having a ride in a char-a-banc of a carriage which “Charlie” was driving. Mr Hicks had been ill since the end of last year [1908] and he was missed by many who came to town during the summer. “*It's surprising,*” said a railway official to one of our representatives the other day, “*how*

many people have asked for Charlie Hicks when they have come off the train."

Mr Hicks' personality was as genial as his reminiscences and tales were entertaining. Half an hour's chat with him was very pleasant. He was always optimistic, cheery and full of fun of the best kind; always ready to do anybody a good turn; and always ready, too, to give a party of trippers excellent value for their money. How greatly he was esteemed was made amply evident by the number of visits people paid to him, and the inquiries they made about him.

The Duke and Duchess of Rutland and their daughters showed a constant regard for Mr Hicks. During his illness the Duchess made a pillow and took it to him personally, and the Ladies Manners, and the Marquis of Granby, also paid him visits. Upon hearing of his death the Duke and Duchess sent a spray of lovely flowers to be placed in his room.

For 35 years or so Mr Hicks and his brother Harry rode postillion for the 6th Duke of Rutland and "Charlie" was extremely proud of that record of service. \interviewed some time ago Mr Hicks said the Duke spent a lot of time driving round the county. He would visit the Duke of Norfolk at Derwent, and at other times drive from Longshaw to Chatsworth, Haddon Hall, and Stanton Woodhouse. Sometimes, too, he would go to Dovedale, where he used to stay at the famous Izaak Walton Inn. *"The Duke was a nice gentleman,"* said "Charlie."

For some forty years Mr Hicks drove the late Mr. R. W. M. Newbold, the Duke of Rutland's agent, to the rent audits. He was, too, the first driver of the Bakewell Fire Engine.

During the interview referred to Mr. Hicks remarked that he was born in the Rutland Arms stable yard at Bakewell. *"Old Mr. Greaves fetched me out of school when I was twelve, and I drove for him for the rest of his life, some forty years."*

Comparing the fortunes of drivers years ago with those of drivers nowadays "Charlie" said *"There's certainly a difference. Drivers in those days did not get wages. It all depended on the recognised custom of passengers paying the 3d or 4d a mile to the driver in addition to the fare they paid. "Travelling by stage coach was not so very dear – from Bakewell to Buxton or Sheffield It would be 2/6 inside and 4/- outside each way, but when it came to private hiring it was very different. What we called a 'half-headed phaeton' was the usual carriage for a couple of trippers and the charge for the customary*

round by Bakewell, Haddon, Chatsworth, and then to Chesterfield, Sheffield or Matlock would be from 30/- to 35/- and 5/- for the driver. We got plenty of work at that, too. We regularly had five "boys" taking their turn in the yard for these journeys, and to other places in the Peak – Dovedale, Castleton, Buxton, etc. Bakewell had plenty of visitors in those days – and of the staying sort too – people who came for the summer and brought their own horses and carriages – plenty of 'the quality'. We didn't get trippers wanting to see everything in the Peak in half-a-day in those days. Bakewell used to pretty well live on the visitors then."

Asked if there were any cheap rides in those days Mr Hicks said, "No, at any rate, not often, unless on some special occasion, such as the Sheffield flood – about forty-five years ago – when every day for a month a coach and pair filled up at 2/6 per head for the return journey from Bakewell, taking parties from the town and the villages for many miles round. I well remember the excitement there was over that, and the scene there was in Sheffield, for I drove the coach."

"Before the railway was opened to Bakewell," Mr Hicks explained, "we used to go twice a day to Buxton and back, driving postillion. Yes, it made a deal of difference. I remember before that as many as sixteen four-horse carriages change horses a day at the Rutland Arms. I used to drive Sir Joseph Whitworth from Stancliffe Hall, Darley Dale, to Whaley Bridge generally about twice a week, for twenty years before the railway came. He used to allow me two hours and three-quarters for the 25 miles, with one change of horses. I took the first job off Bakewell station when it was opened. That was to Monyash Vicarage and back and then to Youldgreave and Rowsley and I have been going to the station ever since – scarcely ever missed a day. I have known half a dozen station masters at Bakewell."

Mr Hicks leaves three sons and two daughters.

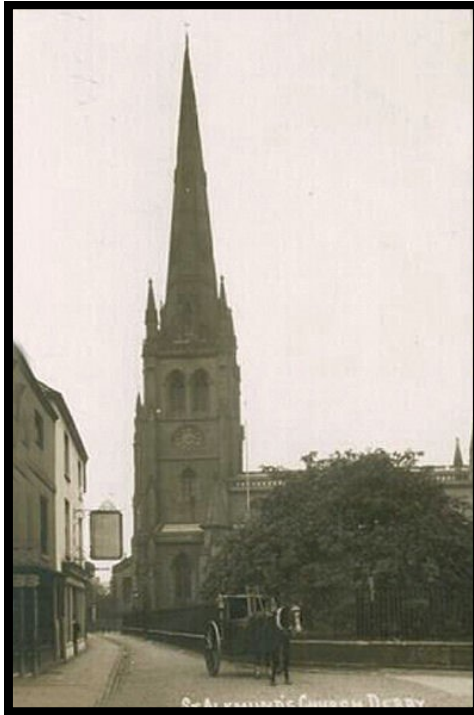
**Gordon Bowering [Mem 5804]
Bowering1tg@btinternet.com**

Charlie's cab is pulled up alongside his business. The sign above London Central Meat reads Charles Hicks & Son, Carriage Proprietors



St Alkmund's, Derby Baptisms 1812-28

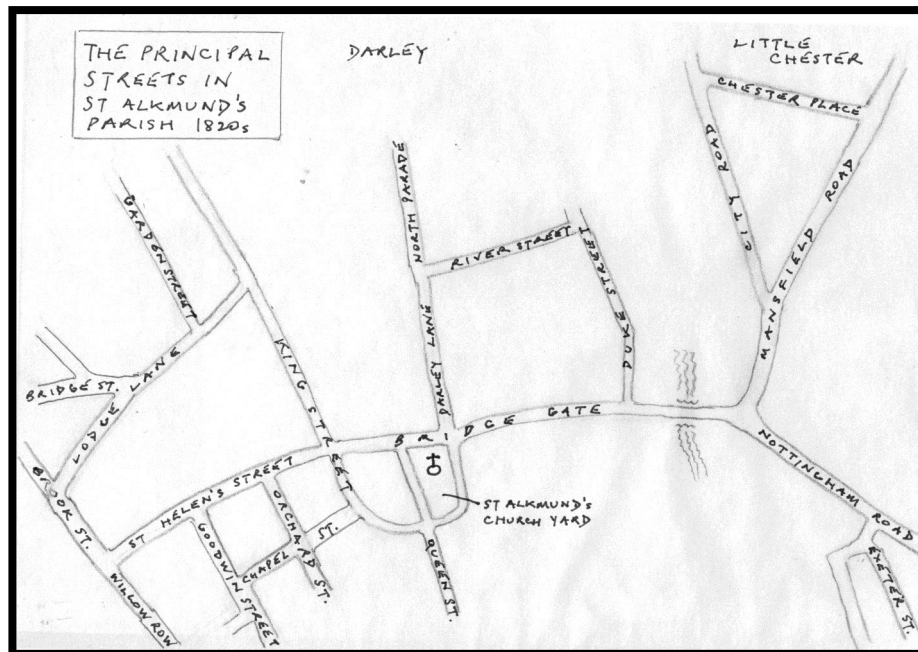
Facsimiles of Derbyshire parish registers are available on the Ancestry website thanks to an arrangement with the Derbyshire Record Office. The Society is now working on transcriptions of these. Ancestry provide an index to entries so you might legitimately ask, 'Why are DFHS transcribing entries and creating their own index?' The answer lies in the detail. While the indices to a register such as St Alkmund's provides a broadly accurate reading, a local look can resolve ambiguities and avoid pitfalls. In addition, our transcripts include the occupation of the child's father. We can also line up entries and spot where it is likely that the clerk entering the baptism has made an error. This article reflects on what else becomes apparent when a register is looked at as a whole rather than in a search for a single entry. One thing which is immediately obvious when you work through all the pages of a register is that entries were copied in from notes made at the time of the baptism. Nor, in the case of St Alkmund's, were all the baptisms carried out by its minister. Visiting ministers performed the office when needed and their notes were not always complete.



With over 2,000 entries for the sixteen years on the first roll of film a transcriber builds up a picture of the economy and social mix in the parish, as well as identifying individuals who are of interest to their descendants. This article is about that wider picture. Although there were obviously people in the parish who chose not to have their children baptised in the Church of England, and other people who had no children for one reason or another, the combined entries give a sense of the life of the parish.

*St Alkmund's Church taken from
an old postcard
The church has now disappeared
under the ring road and been
replaced by a modern monstrosity*

St Alkmund's lay to the north of the old town centre. Just north of the church lay the great east-west route from St Mary's Bridge, up Bridge Gate and down St Helen's Street to Willow Row. Few of the streets south of this line fell into the parish, except those west of Queen Street down to Willow Row. North of Ford Street the Little City, as it came to be called, was in the parish. North of Bridge Gate the land associated with St Helen's House had blocked development between King Street and Darley Lane. Darley Lane, striking north from the church yard, was where most houses lay. At the bottom of the hill, near St Mary's Bridge, and east of Darley Lane, there was the beginning of development around the new foundries. Over the bridge the parish took in Nottingham Road and the streets to the Derwent in one direction; Little Chester lay in the other. Many of these streets were riddled with courts and yards which ran off them, where families crowded into small rooms with low ceilings, so that the total population of Bridge Gate was made up of 199 families who had children between 1812 and 1828, plus all the other people. This was manifestly more than a street of that length could contain today in low-storeyed housing. A new street built in this period, North Parade, still exists to show us what counted as superior housing at the time.



Not only were many people living in crowded courts, but their homes were also their place of work. 128 frame work knitters and 96 stockiners were bringing up families in St Alkmund's parish at the time of the register. The only other comparable employment figure is for labourers, who amounted to 206. The glaring omission from the data is what jobs women occupied. Some wives would be part of the team working on piece-work in the home. However, large numbers of single women would be in domestic service, not to mention those who assisted in shops, schools or the various industries. No doctors are recorded except for one 'quack doctor', who served those who could not afford a qualified physician. The 2,000 children in the register did not deliver themselves and there were evidently women who acted as midwives, nurses and herbalists. The register gives unmarried mothers the neutral status as 'single women'. Few of these were in the Poor House, so among the 67 recorded there must have been some who earned a living or were dependent on their families.

Even with these limitations we still have a broad picture of the economic life of the parish. Some of it was self-sufficient. There were a few milkmen and grocers, general shopkeepers and chimney sweeps, for instance. There were glaziers and plumbers; bricklayers and carpenters; cabinet makers and ostlers. Then there is the other economy which brought money into the parish. In addition to the frame work knitters and hosiers already mentioned there was the china factory on Nottingham Road, where Blore employed 32 china painters. The canal wharf on Nottingham Road also generated income for its neighbourhood, not least by transporting Cornish clay to the china factory. The paper mill at Darley employed 35 people. There was also the beginnings of Glover's foundry and a good number of black and white smiths. The presence of 11 bookbinders suggests provision for the wider public, as do the 13 engravers and the 23 spar workers and petrefactioners. Petrefactioners took stalactites and stalagmites and carved them into ornamental objects, a process which is unimaginable today. This work was powered by a steam engine at J. Hall's spar works, opposite the New Inn, in King Street. This information, and more about many of the tradespeople, is to be found in Glover's History and Gazetteer, which was compiled towards the end of the period here described.

There will be members of the Society who can trace their ancestry to the people recorded in the St Alkmund's register. The chances are that these forebears are among the 'humble poor' as they are characterised in the carol, 'Good King Wenceslas.' While we are content with the framework knitters and labourers who populate our family tree a little bit of us longs to connect with the more exotic. Who would not like to have a link with John Henry Clarke of Queen Street, or Robert William Ellis of Brookside, both described

as 'comedians'? Or perhaps James Cook of Goodwin Street, the 'Quack Doctor' is more to your liking? Various Fitchetts, who were schoolmasters and bookbinders, offer more respectability. You could choose Joseph Blore, of Bridge Gate, the china manufacturer, as a prosperous relative, or William Nutt, of St Alkmund's Church Yard, oil and colour manufacturer.

Perhaps you aspire to the gentry. None of the Strutts, the richest family in the parish, are to be found in the register, for they were leading Dissenters, but William Slater, their gardener, had a child baptised. John Watts Russell at Darley Abbey, William Newton at Park Field, and William Villiers of Derwent Terrace, could be your links to the upper classes, if that is where you would like to find yourself. Unfortunately the abundance of data on the internet makes the 'pick and choose' option for our ancestry more possible and leads to false trails, as we sometimes find out to our chagrin. We eventually come to that moment of tears, so beloved by the makers of 'Who Do You Think You Are', when it turns out that we are descended from Joseph Simms, son of the unmarried Mary, in the Poor House.

Finally, there is always something new to learn. 'Higlers' we have come across before but what is a 'Galloon Maker'? It appears that 'galloon' is a form of lace, often used for trimming lingerie in the modern era, as an on-line search soon reveals. I really never thought my work on St Alkmund's register would culminate in pictures of models wearing lace see-through skirts. Back to the safer territory of Maxwell Craven's books which will supply much more valuable local information.

Stephen Orchard [Mem 460]

In February 1879 an advertisement was placed in the Derby Mercury, asking for candidates for the position of a schoolmaster in the Derby Workhouse Schools. The salary was £50 per year and the position included board, lodging and washing. Candidates would only be considered if they were single men or widowers without children and the candidates had to handwrite their application and included testimonials and references. The shortlisted candidates attended the Poor Law offices in Becket Street for an interview on March 4th.

According to the 1881 census, the successful candidate was William Martin, who is listed at the workhouse as a schoolmaster. Martin, aged 24, was unmarried and came from Tywardreath in Cornwall.

Derbyshire Records on Ancestry: Hidden Traps and Hidden Gems

The article on “Search Engines for Family History” in the September 2018 magazine included a description of the extensive range of Derbyshire parish records on Ancestry. To recap, the collection comprises four sets of data:

Derbyshire Baptisms, Marriages and Burials: 1538 – 1812

Derbyshire Baptisms: 1813 – 1916

Derbyshire Marriages and Banns: 1754 – 1932

Derbyshire Burials: 1813 – 1991

Each of these includes transcripts of the records, and images of the original register pages taken from microfilms made many years ago by the Church of Latter Day Saints (the Mormons).

Images for individual parishes and ranges of dates can be accessed using the Card Catalogue.

Hidden Traps

One of the golden rules of genealogy is never to rely on transcripts, and those made as part of the Derbyshire collection are no exception. We are all aware that individual records can be mis-transcribed, whether because the original handwriting was poor or because the transcriber lacked relevant knowledge (or was just having a bad day), but the Derbyshire collection contains some more wide-ranging transcription errors.

I suspect that these arise because a number of different parishes are included on each microfilm, and not necessarily in chronological order. Each register has start and end images inserted into the microfilm but, if these are missed by the transcriber, then the records can be attributed to the wrong parish.

So, the transcript should always be checked against original register page and, unless the page identifies the parish concerned, it would be wise to scroll through the register images until the title page of the register is found (the facility to show the filmstrip helps here).

I have only looked at the records relevant to my own researches, but here are a few examples of what I found.

I found a burial transcription at Middleton-by-Wirksworth on 17th December 1959 but, when I looked at the image, the date was wrong - by 300 years, it was actually 17th December 1659 at Tansley (long before Middleton exist-

ed). What appears to have happened is that the microfilm contains burials for Middleton-by-Wirksworth and Tansley and, because the first image on the film was for Middleton, maybe the transcriber assumed they were all for Middleton, notwithstanding the block in the middle clearly marked Tansley.

Many of the Burials ascribed to Kirk Hallam are actually for Cotmanhay. The images for both parishes are on the same microfilm, with Cotmanhay up to image 154, and Kirk Hallam from there to the end at image 190.

The early baptisms ascribed to Sawley are actually for Long Eaton Chapel of Ease in the parish of Sawley.

The Wirksworth parish registers prior to 1812 appeared not to be included, but I eventually noticed that they were ascribed to Middleton-by-Wirksworth parish (which didn't exist at that time, except as a chapelry of Wirksworth).

Cromford St Mary (built 1802 - Sir Richard Arkwright's chapel) and Cromford St Mark (built 1874 as a mortuary chapel with graveyard) are confused a number of times.

When I opened the Normanton-by-Derby burials: 1843 - 1991, I didn't find the records I expected. The images did indeed follow on from the Normanton-by-Derby burial registers 1813-1882, but they were in a completely different format. I'm still not quite sure what they are, but there are 676 very "busy" images, and some of them are the Register of Graves for somewhere. I've seen a note on one page saying Derby Uttoxeter Road cemetery.

Hidden Gems

The transcriptions end at the dates given in the index for each parish. However, in many instances the images continue for some years further, and can be scrolled through. For example:

Aldercar Baptisms 1899 – 1912 has images up to 1921
Buxton St James Baptisms 1894 – 1912 has images up to 1953
Crich Baptisms 1903 – 1912 has images up to 1920
Derby Cathedral (All Saints) Baptisms 1883 – 1912 has images up to 1921
Wirksworth Baptisms 1899 – 1912 has images up to 1923

Aldercar Marriages 1872 – 1912 has images up to 1936
Buxton St James Marriages 1902 – 1912 has images up to 1940
Crich Marriages 1882 – 1912 has images up to 1936
Derby Cathedral (All Saints) Marriages 1906 – 1912 has images up to 1936
Wirksworth Marriages 1907 – 1912 has images up to 1938

Aldercar Burials 1910 – 1912 has images up to 1971 (named as Langley Mill).

Buxton St John the Baptist Burials 1813 – 1898 has images up to 1939

Crich Burials 1879 – 1912 has images up to 1991

Wirksworth Burials 1899 – 1912 has images up to 1978, and include Alderwasley chapel-of-ease.

So, if you have an approximate BMD date and district (e.g. from FreeBMD) in the early 20th century, it might be worth scrolling through the images of possible parishes to see if there is an entry.

A Final Thought

Although not in Derbyshire, I can't resist sharing my favourite mis-transcription. It concerns one Carl Imre HIGTON, whose Ancestry transcription of his immigration record into Canada recorded that he was born in Honolulu. Gosh, how exciting I thought, and what a life his parents must have had! Unfortunately, when I looked at the image of the original document, I found that his birthplace was actually Hornsea (a little seaside town in the East Riding). Probably just as nice as Honolulu, but lacking volcanoes as far as I know.

(I also have a mental image of a prisoner in some US jail transcribing Ancestry images for a few cents. How could he have been expected to decipher the admittedly poor handwriting correctly when he didn't know a place called Hornsea existed?)

*Nick Higton (Mem. No. 3813)
website: higton.one-name.net*

WHITFIELD CHURCHYARD

Those people involved in recording the M.I.s at St James Church, Whitfield, a few years ago, will remember an area to one side that was very overgrown. Remembering some war graves there, I visited recently and was very pleased to see that the whole area has now been cleared and that those three particular graves are now clearly visible.

I was intrigued by the fact that of these three Derbyshire men, Private A. Wardle was in the Army Cyclist Corps, Rifleman H. Ingerson in the Royal Irish Rifles and Corporal J C Hulme in the Cheshire Regiment. I wonder what their civilian occupations were.

*Ann Pass [Mem 2288], 16 Hall Meadow Road,
Glossop, Derbys, SK13 7RE*

DERBYSHIRE CHILDREN'S HOSPITAL

Until 1877 hospital care for the children of Derby was limited to 12 beds at the General Infirmary. There was no provision at all for children under the age of seven. This was reflected in the first set of statistics available, which showed that 24% of total deaths were children under one year of age. Deaths of children under five accounted for 39% of total deaths. No wonder Derby's leading citizens gathered in the Grand Jury Room on 9 August 1877 to discuss opening an "*institution which shall minister to the sufferings of childhood.*"

Mr F.W. Wright, surgeon at the Infirmary, drew attention to the need to establish such a hospital by referring to the anomaly of care in Derby. "*Whilst we have had for 70 years....the General Infirmary....where men and women in the midst of sickness may retire, and surrounded by pure air and every other comfort, be treated skilfully, nursed skilfully and fed, at any rate sufficiently, we have been content to let our sick children pine and languish in the courts and crannies of crowded streets, whose filth and squalor are just the most desirable soil to breed disease in its worst forms*"



The first Derbyshire Children's Hospital at 4 Duffield Road

This lack of facilities was accentuated by a large growth in the population. At the time the Infirmary was built [1810], Derby's population numbered 20,000 with no large industries. In 1877 more than 70,000 people lived in Derby, which now had industries *"such as breed both mutilation and disease on a ratio quite tenfold greater than when there were only a few silk mills"*. Mr Wright stressed that the rapid growth of population had seen no corresponding increase in hospital accommodation, *"and the admission of children to hospital has been studiously and carefully avoided"*. Nor was there anywhere to treat children in the whole of Derbyshire, which then had a 400,000 population. Other towns and cities had already opened hospitals specifically for the care of children, but Derby did not have long to wait before it had its own hospital. Mr Wright secured the house at 4 Duffield Road at a rental of less than £35 a year and Miss Cupiss had volunteered to be the first lady superintendent. Promises of help were rapidly coming in plus subscriptions. The Derbyshire Hospital for Sick Children opened for patients on 1 September 1877 with just seven cots and during its first year 37 in-patients were admitted and 134 outpatients accounted for 597 attendances.

G.H. Strutt, Esq., was the first President of the Governors of the Hospital, with Fitzherbert Wright, Esq., as treasurer. Donations were received in money and kind from all over the county, those from donations, concerts, offertories and the contribution box at the hospital gate amounting to £170.3s.10d. After paying £156.6s.1d for furnishings, fittings, etc., the balance remaining was £13.17s.9d. In the Revenue Account the subscriptions totalled £298.4s.2d and the expenditure was £207.7s.3d. Items in this account show the rent of the premises to have been £34.11s and the wage for one nurse was £12.10s a year.

At the first Annual Meeting of the Governors on 17 July 1878 the inadequacy of the accommodation was already being discussed. The Committee of Management in their report told of *"cases now upon the list of out-patients which would be admitted if there were room, and the medical officers may have to consider whether it will be necessary to limit the retention of in-patients to a designated length of time."* They recommended to the Governors that a building fund be established immediately and the necessary amount *"be speedily raised for the erection of a Children's Hospital....over and above the funds needed for the continuation of the hospital"*.

Besides subscriptions ranging from 5 shillings to £80 and money raised by the Ladies Collecting Committee, varied presents were received. Examples included toys, picture books, children's pinafores, grapes, a hamper of port and 3 bottles of brandy, jug of soup, two jars of preserves, 24 new-laid eggs, custard, flowers, a pulley for hip disease and a pair of crutches.

To be a patient at the hospital, an involved procedure had to be followed. Rule 11 stated *"Persons requiring tickets of recommendation for admission of In or Out patients may obtain them on application to the Lady Superintendent, between the hours of 9.30 am and 11 am on any day except Saturday or Sunday...She shall make such enquiries as may be necessary into the circumstances of applicants for tickets, but the decision as to admission and discharge of patients shall rest with the medical officers."* Fortunately accident or emergency cases did not need tickets of admission!

Besides this method, Governors had the privilege of recommending patients. *"Subscribers of one guinea annually are allowed to recommend one In and three Out patients; subscribers of two guineas, two In and six Out-patients in a year. Every annual subscriber of 10s 6d shall be entitled to four Out patients recommendations!"*

Parents who could afford all or part of the expenses incurred while their children were in hospital paid an agreed sum which was *"in the opinion of the Committee, fair and reasonable"*. Children of poor parents could be admitted to the hospital between the ages of two and ten only, except in emergency or exceptional cases. Visiting times were strict. Parents and friends of patients could only visit once a week on Sundays, Tuesdays or Fridays between 2 and 4 pm. On the other hand, subscribers and anyone interested in the work could go to the hospital any day except Saturday and Sunday between 11 am and noon and 2 and 4 pm!

There was no House Surgeon though honorary Medical Officers, chosen by the Committee and twelve other governors, visited the hospital daily and saw out-patients three times a week. The Medical Officers were Henry Goode, G.A. Greaves, F. Borough, W.G. Copestake and R.W. Wright. J.D. Murphy was Surgeon Dentist and Miss Cupiss, Lady Superintendent.

By its second year the Hospital had £1,197.17s.7d in the building fund for larger premises, mainly through the gift of £1,000 by Mr M.T. Bass, M.P. It had also acquired the help of another nurse, together with two more cots, which were placed in Miss Cupiss' room and the nurses' room. The second President, Mr Fitzherbert Wright, mentioned at the second Annual Meeting of the Governors that the beds at the hospital were always occupied, as were those allocated to children at the General Infirmary, showing that the hospital was required.

The need for a purpose-built hospital became more obvious as the numbers of both in and out patients increased. By 1882 the hospital's annual intake had increased to 138 in-patients compared with 37 in the first year. Out-patients

had also shown a marked rise from 134 to 586 in its five years. Mr Bass' donation to start the building fund in 1879 had grown to £2,400 with £726 additional donations promised by June 1882. The old bowling green on North Street was purchased for £1,500 [raised independently of the fund] from Lord Belper. The site was described as "*three-quarters of an acre in extent and will provide ample accommodation for the new building besides ground for recreative and other purposes*". The building envisaged was to consist of "*two large wards and a central block containing apartments for nurses and servants, the Board and outpatients, with accommodation for 60 in-patients*".

Unfortunately the day chosen for Mr Bass to lay the foundation stone, 11 July 1882, was "*of a most unpleasant character, rain falling persistently at half past two*." This did not deter a procession comprised of a posse of policemen, mace sword and javelin bearers, the Mayor and Councillors. The route to the Duffield Road was thronged with spectators and the display of bunting was large and pretty. The ceremony was understandably shortened because of the inclement weather, but a short religious service, conducted by the Rev Canon Abney and presentations of bouquets by the hospital children to the ladies present did proceed. Also the first patient, a girl, admitted to the hospital asked Mr Bass to accept a "*beautiful trowel*", a gift from Miss Cupiss.

The new premises were ready in little more than a year and were formally opened by Lady Burdett on 2 November 1883. At the Annual Meeting the following week, Dr Greaves stated that he presented the report "*within the walls of a building specially designed and constructed for the purpose of the institution*." He talked of the disadvantages that had been faced at Duffield Road for six years – cramped space, imperfect ventilation and deficient light. The new premises were described as "*spacious though not vast, neat if unornate, and comfortable without luxury or extravagance*."

The new premises were welcomed by the community as evidenced by the increase of in-patients from the previous year of 162 to 246. It was also greeted with an increase in subscriptions and collections, bringing the revenue account to £599.15s.4d, the highest it had been in the history of the hospital so far.

1883 was also the beginning of nurse training at the hospital. The student nurses worked without salary for the first year and all training was given by Miss Cupiss and a nurse from the 'Nursing Association'. This type of training continued until 1926, when national requirements were introduced. Hospitals of that era were entirely dependent upon voluntary contributions and gifts. The Children's Hospital received its financial support from committees

solely associated with the hospital; unlike the General Infirmary, which had such organisations helping them as the Workmen's Subscription Fund. Members of the Board of Management approached the Governors of the General Infirmary asking for part of this subscription to be used for the Children's Hospital, but were refused.



The new Hospital in North Street

As in the original building, the medical officers reported only one year after the opening of the new hospital that they had been inconvenienced by lack of ward space. The Board recommended to the Governors that an addition be made to the hospital as soon as funds would permit. Each year there was an increase in the number of children seen. Income had, however, started to show a decrease. Subscriptions were down, donations were down, offertories were down. Even the contribution boxes outside the gates produced less money than the previous year.

This put a burden upon Miss Cupiss for she had to maintain the service while having less money available to finance it. There was a feeling of anxiety among the Board because they were only too aware of the poor living condi-

tions still in evidence. The infants who came from slum homes were often given milk which had been left exposed to flies which carried bacteria from soiled napkins. There was no dried or bottled milk available. It is no wonder that an increase of patients was shown every year.

The medical staff continued their efforts to ensure more suitable conditions to treat the sick children. This was finally achieved in 1888 when an isolation ward was built. This was a separate building with its own staff living quarters, open specifically in the summer months to cope with children suffering from gastro-enteritis.



An early ward at the Hospital

Improvement to the original premises were a long time coming. The first central heating system was installed in the main hospital building in 1896. This was to supplement the open coal fires which until then were the only form of heating. The first operating theatre was built in the following year. The first year of the new century saw the installation of 74 electric lights on the ground floor and the basement to replace the gas lights. The President of the hospital, Mr Francis Ley, gave £50 towards the cost.

In 1903 Miss Cupiss resigned as Lady Superintendent due to ill health. Besides her 26 years in this voluntary capacity, she had given £2000 to the hospital. Out of 67 applications Miss Mary Thorpe was appointed as Matron in her place. In that year it was also decided to appoint a Resident House Surgeon.

The hospital was finding it increasingly difficult to stay in the 'black', with rising costs and the need for more staff. There were also 1,425 more children treated. Increased income was necessary and one donation received was an

anonymous gift in 1913 of £1000, which was used towards extensions to provide an out-patient waiting hall and surgeon's room; a theatre for minor operations; X-ray and dark rooms and a small laboratory.

Employees from firms located in Derby supported the voluntary hospitals through organised committees. One firm's employees were so active that they were donating more than 100% of the cost of each of their sponsored patients. By 1909 the number of in-patients had risen to 455. Nursing had grown to meet the need and the hospital then employed, besides the Matron, a Ward Sister, Theatre Nurse, Out-patient Nurse, Night Charge Nurse, Staff Nurse and 7 probationers. Garden House had been built to accommodate the increasing numbers of nursing staff.

During the First World War a massive outbreak of infantile diarrhoea necessitated the out-patient waiting hall being turned into a temporary ward. Tonsil operations were common and children had to arrive early in the morning to be prepared for the operation, all at the same time. Post-operative recovery had to take place in the waiting area, on wooden cots which fitted against the walls. A relative had to care for each child after the operation and, barring any complications, the children left the same evening.



Outpatients Department in 1917

The next building project was the Open Air Huts for the treatment of tubercular patients. At the time, 1927-8, the only treatment for this illness was fresh air and good food. Most of the children affected suffered from tuberculosis of the hip.

In 1929 an appeal was launched for £17,000 in order to provide additional ward accommodation and a new nurses' home. In 1930 the Derbyshire Women's League for the Hospital for Sick Children was formed with the object of raising funds for the extensions. Many branches were started throughout the county, holding bazaars, garden fetes and coffee mornings to raise money. The most successful was held on 27/28 February 1935 when, amongst the many objects donated for sale, was a mother-of-pearl casket giv-

en by the Queen. The bazaar was well supported and, along with donations, received more than £700.

The Hospital for Sick Children was feeling the pinch following the opening of the ground floor of the new ward block in 1931. The Board of management had decided to go ahead with the scheme to construct a two-storey building, despite the knowledge that they could afford to open only the ground floor. The cost for making the one-floor suitable for occupation was £200,000, which more than exhausted the original building fund appeal, but they were aware that the needs of the hospital would grow at an early date to necessitate future expansion and such planning ahead would save money.

The difficulties involved in running a voluntary hospital were now being recognised and the struggle was not limited to the Hospital for Sick Children, hence the call for co-ordination between the hospitals yet again. One means of raising money was the endowment of cots, which still happens today. In 1937 Viscount Scarsdale unveiled a tablet commemorating the endowment of the Allestree cot, donated by funds raised from residents. At the ceremony he drew attention to the urgent appeal for additional funds. Mr W.G.R. Hore, Ear, Nose and Throat Surgeon, recalled that at this time he used his own surgical instruments and sterilising drum because the hospital could not afford to purchase new ones.

The appeal for the £5000 needed to open the top floor of the new ward block was answered almost in its entirety and on 4 February 1938 HRH The Princess Royal visited the hospital for the official opening. By Royal Assent the name King George V Memorial Wards was given to the newly opened wards. The new wards allowed for one ward to be set aside for eye cases. The new surgical ward would further relieve the overcrowding in the out-patients department, for at that time one of the rooms was being used for minor operations and another for patients awaiting tonsil and adenoid operations. This would alleviate, although not solve, the need for radical alterations to the Department.

Following the introduction of the Derbyshire Hospitals' Contributory Association Scheme, persons wishing to contribute to the hospitals of Derby and district could do so by paying threepence per week. The organisers of the fund would then receive and issue vouchers when necessary to those who contributed.

During 1938 one of the wards had to be closed for a number of weeks because of the difficulty in recruiting nurses, a problem being faced throughout the country. Also the intake of patients had been kept down in view of the

national crisis and because the authorities were given to understand that it might be necessary to evacuate the Hospital at any time. After the outbreak of War evacuees, mainly children, arrived in Derby. This naturally created a larger demand for the hospital. For a brief period patients were accommodated at Yeldersley Hall, Ashbourne, and The Priory, Breadsall. Thirty beds were then made available at Sudbury Hall for between 15-20 pre-convalescent patients and in order to provide the space which might be required in case the hospital on North Street had to be evacuated. A sister and staff nurse lived in at Sudbury Hall with trainee nurses 'resident' for three months at a time.

Meanwhile at the hospital the nursing staff had to cope with the increased numbers of children plus the stringency caused by rationing. Clothing was provided by the Red Cross and visitors and the general public would bring food into the hospital to supplement the daily meal of mince, potato and rice pudding. Porridge was given in the morning, prepared by the night nurses before they finished their duties. The children's food was served on enamel plates and mugs.



Housemaids at the Hospital in 1940

Visiting was curtailed considerably for a period during the war when visitors were only allowed after a child had been in hospital for a month and then only at intervals of once a month, except for those children who were seriously ill. It is understood that this was to avoid the risk of infection. During air raids, besides the usual staff on duty, there was a rota of other nurses to help protect the children. When the siren went the nurses made certain all the patients had identification on them and then they were moved to the centre of the ward away from the windows. Gas masks were issued to the children, while infants were placed within a respirator. The bathtubs were filled with water in case the pipes were destroyed and a fire started. Air Raid Wardens used the out-patient waiting hall as their base during warnings and also held meetings there.

In the late 1930s an iron lung was supplied by the Nuffield Provincial Hospi-

tal Trust and was used to treat many cases of poliomyelitis. In the mid 1940s the first male resident doctor was appointed, which many mothers found strange. During 1947 progress was made, including a newly equipped kitchen, a new X-ray diagnostic room, dark room and Office, and a reconstructed pathology department. But the last Annual Report on the 31 December 1947 featured a call from the President, Capt J.A.E. Drury-Lowe, *"If an organisation can be established which will work voluntarily for our Hospital, then the Children's Hospital will be saved for all time from any threat of submersion into the depths of cold machinery"*.

His call was in vain as the Children's Hospital ceased to be a voluntary hospital upon the introduction of the National Health Service on 12 July 1948 and became one of the hospitals administered by the Derby No 1 Hospital Management Committee. The medical staff who had previously given their services in an honorary capacity became salaried full or part time Consultants in the National Health Service. All of them were also employed at other hospitals in the locality, such as the Infirmary and City Hospital. A separate specialty of Paediatric Medicine was to evolve and initially, one Consultant Paediatrician dealing with child health only, followed by a second appointment, replaced the previous Consultant Physicians.

In the years following nationalisation the work of the hospital continued to expand and a considerable amount of upgrading was carried out. In 1949 13 North Street was converted into residential accommodation for medical staff. Part of an annexe was converted into a Visitors Room in 1951, providing a much needed facility for parents and relatives of very sick children who needed to stay in hospital for any length of time. The out-patient department was extended in 1952 to provide additional consulting and examination rooms and the Patients' Records Office was extended in order to permit the introduction of an appointments system. The Management Committee also decided to shorten the name of the hospital to the Derbyshire Children's Hospital.

During the 1950s, as a result of requests from the Ministry of Health, the visiting hours were progressively relaxed. Parents were encouraged to spend as much time as possible with their children. With advances in medical science, ever increasing demands were being made on the laboratory service and in 1957 the ground floor of 15 North Street, which had also been purchased, was converted to form a new pathology laboratory. Improvements financed from the N.H.S. continued to be carried out, for example the provision of a mother and baby unit to accommodate mothers so that they could reside in the hospital with their babies and so care for and feed them during treatment. This was opened in 1960.

A major scheme was undertaken in 1963, providing extensions on two floors, together with a new bed lift and staircase serving the operating theatre, which was also extended and upgraded with three new isolation cubicles and a milk kitchen on the ground floor. The medical staff quarters were transferred from 13 North Street to Garden House and the vacated accommodation converted for use as sewing rooms, linen storage and non-resident staff changing accommodation in 1970. A separate suite for child psychiatry was completed in 1974.

By 1977, 100 years after its small beginning, the Children's Hospital had grown to 106 beds and during the year had 4,309 in-patients and 5,086 out-patients. The staff numbered 256 and the cost of maintaining the hospital amounted to over £1 million a year. A far cry from that first year when the cost was just over £207.

In spite of its success and the fond memories of many Derby folk, change was coming. The Casualty Service was closed down on 2 April 1975 and transferred to the new A and E Department at the Infirmary. In spite of various extensions and improvements, the hospital eventually closed down in 1996, moving to a purpose built building at the Royal Derby Hospital. In 2010 over 60,000 children were treated. The emergency department reviews over 25,000 children per year, all seen by trained paediatric staff.

There are three wards for those children requiring admission and parents are welcome to stay, a big difference from the days when even visiting was frowned upon. The Puffin ward is for those children with medical problems, Sunflower is for the surgical cases and Dolphin is the dedicated high dependency unit. All wards are supported by play specialists and there is even a hospital school during term times. Even so it was a sad day for Derby when the North Street site was demolished in 1999.

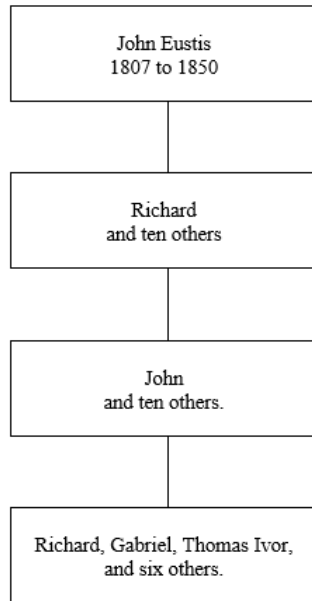
Helen Betteridge

On March 10th 1801 the first British census was taken. A local incumbent completed the forms. They were asked how many houses were occupied or unoccupied, how many families lived within them [male and female], the type of industry people were employed in and how many were not. They also recorded how many baptisms and burials occurred in the parish and how many marriages there were, again just distinguishing male and female. What a pity there were no names recorded.

Attending a Book Launch



Simplified
Eustis Family Tree



My mother's side of my Family Tree seems to have specialised in having large families. Her Great Grandfather John Eustis had ten children, most born just outside Swansea in South Wales before an accident resulted in his early death aged 43. Her Grandfather Richard had eleven, ten of whom grew to adulthood, but her father Daniel only had five children. Unfortunately my mother's three sisters and one brother had no children, but she did have two and had about 60 first cousins. I don't know the full number as many emigrated to Canada and America, and anyway there are just too many first, second and third cousins to research them all in detail. I have concentrated on going back in time rather than sideways.

During my research I have been in contact with a number of "Eustis" cousins including Gethin Matthews, a lecturer in History at Swansea University. Gethin had been given a box of letters written by three Eustis brothers who fought in the Great War, and all of whom had returned alive. He was planning to write a

book about the brothers based on these letters; I was able in a small way, to help him in his research for the book. The three brothers were named Richard, Gabriel, and Ivor. My mother had only really talked about one of these brothers, Ivor Eustis, so he was the only one of her cousins I had researched, but in his case, in some detail.

Ivor clearly meant a lot to my mother presumably because in May 1920, while studying at Bristol University, he died suddenly from a head wound received in The Great War. Although younger than Ivor, she clearly knew him well. It took me some time to find anything about Ivor because I didn't know when he was born, or which of six Eustis "Uncles" his father was. Furthermore, unknown to me, his full name was Thomas Ivor Eustis. It was only when I found a census entry for a Thomas Jnr Eustis did the penny drop. From that point on, researching his life was straight forward except for one minor detail. I knew that at the time of his death, Ivor had been "walking out" with someone in my father's Family Tree (although my parents had not

met at that time) but didn't know who she was. Only about a year later did I solve that puzzle; her name was Nellie (Ellen) Cranfield. When I passed this information to Gethin he sent me a copy of a tear stained letter that she had written to Hannah, Ivor's sister, asking for details of his funeral as "no one knows or understands how much he means to me".

Gethin's book was launched on 8th November 2018 in Mynydd Bach Chapel, Swansea that most if not all the Eustis Families had regularly attended. (To see where it is, search for The Welcome Inn, Swansea. The chapel is some 30 yards North West.) On the night the Chapel was full, and everyone I spoke to was a Eustis descendent including one still lived the house her Grandmother had lived in at the time covered by the book.

I thoroughly enjoyed reading the Book *Having a Go at the Kaiser – A Welsh Family at War*. As promised, it includes my name as one of the contributors. Obviously it is mainly of interest to readers with a Welsh connection, but if anyone would like to learn more they are welcome to contact me.

*David Gordon [Mem 7241]
E-mail: d.e.gordon@ntlworld.com*

RESEARCHING

Two of our members have asked for their interests to be put in the magazine as well as publishing them on the website.

Jean Peters [Mem 8262] is researching SWAIN of South Normanton 1828; LEE of Alfreton, 1831; SWAIN of Staveley, 1852; and SWAIN of Chesterfield, 1881.

Stephanie May [Mem 8219] is researching YEOMANS, coming down from Thomas 1747-1844; also HEARNshaw, coming down from James 1770-1885. Both of these families lived in the Chesterfield/Brimington areas.

The Mystery of the Missing Horse and Trap

BOLSOVER. — TRADESMEN'S BALL. — On Thursday week a ball, given by the principal tradesmen of Bolsover, was held in the school-rooms. There was a very numerous and respectable gathering. Dancing commenced at 8.30 to the strains of Mr. Waterfall's Quadrille Band, from Mansfield, and was kept up with great spirit until about five o'clock next morning. The rooms were beautifully and tastefully decorated, and the greatest praise is due to the committee, Messrs. Cousin, Thornly, Revill, and Furness.

My great grandfather William Cousin was a grocer and druggist at Bolsover in the second half of the 19c. He did very well for himself and became a respected citizen of the town, taking his place on the parish vestry and helping to organise charitable events. He invested his money in property, buying and building

quite a few terraces of two up, two down stone cottages to rent out. Searching local newspapers online has enabled me to discover more about these aspects of his life. I came across the following story which made me laugh and was a bit different from the dull reports of the proceedings of vestry meetings.

The most column inches that William Cousin received in the newspapers was in 1901 when he was involved in a case at Chesterfield Borough Court. It is quite a tale. William deposed that on Saturday 29 June he took some members of his family in a horse and trap to Chesterfield, arriving there about 2.30 pm. The horse and trap were left at the Station Hotel to be looked after and William checked at 4 o'clock that the horse had been fed. On returning to the hotel at 5.30 pm he found both the trap and horse were missing, so he reported the loss to the police. Alfred Russell, boots at the hotel said that he saw the accused, Walter Taylor of Morton near Alfreton, standing in the yard at about 3.15 pm who said that he was in charge of the horse and trap. Taylor was next seen having a drink in the bar and then at 4.45 pm he drove off in the horse and trap.

Taylor then turned up with the horse and trap at the Star Inn public house at Stonebroom at 7.30 pm and offered the turn-out for sale. A customer said he would pay £5 but Taylor

A DRUNKEN FREAK.
—
A BOLSOVER RESIDENT'S HORSE AND TRAP TAKEN TO MORTON.
—
A HEAVY PENALTY.
"Young men like you ought to have your mothers with you always," was the remark which the Mayor of Chesterfield made to a young fellow named Walter Taylor, who resides with his mother at Morton, near Alfreton, and who was charged at the Chesterfield Borough Court on Monday with having stolen a mare, trap and harness, two rugs, two ladies' mackintoshes, and a whip, the property of William Cousins, of Bolsover, from the Station Hotel, Chesterfield, on June 29th, the property being valued at £65.

did not accept such a low offer and said it had cost him £6 10s. At which the landlord of the pub, George Thorpe, settled on 7 guineas to buy the turn-out, but being suspicious called the police. They arrested Taylor and he was remanded in custody.

Detective Inspector Fennimore retrieved the horse and trap and took it to Bolsover where William identified it as his property. The prisoner on being charged pleaded guilty and said he was drunk at the time. His mother, with whom he lived at the Isolation Hospital where she worked, spoke up for Taylor in court and said he had never previously been before the bench on a serious charge; he had only been prosecuted for furious driving. The Mayor, presiding over the court, sentenced Taylor to one month in prison with hard labour.

No doubt William Cousin, the respectable Bolsover gentleman, felt that justice had been done in the case described here. An inebriated young man who caused the owner of the trap and its passengers great inconvenience had received his just deserts. William may well have chosen to forget that in his early days as a grocer he had been the one in the dock on two occasions, one for selling bread adulterated with alum – a practice that saved on flour and made the loaf look white - and the other for having scales with false weights. On both counts he received a fine, despite protesting his innocence. This gives credence to stories that have come down the family about William passing off margarine as butter in his shop. Unlike his bread, he may not have been whiter than white after all!

Newspaper references

1. *Derbyshire Courier* 10 Jan 1885
2. *Derbyshire Times* 3 Jul 1901 (extract)

Janet Hurst (Member 77)
E-mail: jhurst@w-mark.myzen.co.uk

**Missing from Upwood Farm Doveridge, Derbyshire, on 30th ult,
Mary Summer, 48 years of age, 5 feet 2 inches high, dark complexion,
dark hair, of weak intellect; dressed in blue serge dress, much worn on
sleeves, new pair of lace up boots, had no jacket or bonnet on. It is
feared some ill has befallen her. Information to Mr Superintendent
Whieldon, Ashbourne**

Police Gazette, 4 Feb 1880

RESEARCH CENTRE AND LIBRARY



**BRIDGE CHAPEL
HOUSE
DERBY**

Acquisitions at 1 Feb 2019

| | |
|------------------|---|
| Allestree: | Allestree by Elizabeth Eisenberg |
| Ashbourne: | Victorian Times in & around Ashbourne—Photographs from the 19th Century |
| Buxton: | Map—25 miles around Buxton |
| Clowne: | Romeley Hall |
| Derby: | Bygone Derby—J W Allen Life in Bygone Derby Temple House Little Chester—Tales of a Township Guide to Roman & Saxon Excavations at Chester Green Little Chester Manor House |
| Derbyshire: | Companion into Derbyshire [1948] Derbyshire's Monastic Heritage Derbyshire in Jacobite Times |
| Draycott & Wilne | Shame & Scandal Fire at the Mill Rascallions & Reprobates Victoria Mill Fire 1902 |
| Glossop: | Remembrance Day Service 2018 [With full list of names of the Fallen from Glossop] |
| Hanbury: | Parish Registers Part III 1813-1900 |
| High Peak: | History of the 1/6th Bn Sherwood Foresters 1914-1918 |
| Langley: | Langley Hall |

| | |
|----------------|---|
| Mackworth: | Mackworth Castle |
| Osmaston: | The Story of Osmaston by Ashbourne—The Local History Group |
| Peak District: | A Ward Lock Guide |
| Pleasley: | Pleasley Hill Council School Magazines 1927-1931 [Loads of Names in These] |
| Repton: | Village, Abbey, Priory, Church & School [1892] Capital of the Kingdom of Mercia |
| Rowsley: | 1849-1999—150 Years of a Derbyshire Village |
| Shardlow | Landowners of Shardlow and Great Wilne 15th Century to 1924 |
| Spondon: | The War Memorials of Spondon |
| Family Trees: | Ballington—Descendents of Joshua and Rebecca of Quarndon from 1721 Bassetts of Swinscoe and Blore Ireton of England and Wales 1165-2000 |
| Wills: | Derbyshire Wills proved in the Prerogative Court of Canterbury 1575-1601 and 1393-1574 |
| Miscellaneous: | Agrarian England in the later Middle Ages Manorial Records Meaning of Medieval Moneys Tithes—A Guide Title Deeds—A A Dibben |

Your Membership Number

We have had several renewals with the wrong membership number, thanks to a confusion with the labels sent out with the magazine.

To help you [and us!], the address label has two numbers. To the right is the 'Ref No', which is the printer's own number. To the left of your name and address is the 'Mem No'. In correspondence with us, this is always the one you should use. Please ignore the other, it will mean nothing to our membership secretary.

Hope this helps

Derbyshire Family History Society

Mar Quarter 2019



While researching into St Aidan's Church in Derby [as mentioned in the December mag] I came across this wonderful watercolour of the proposed New Church Hall for that church. It was obviously later built as it is still standing and now used as the headquarters for the W.I.