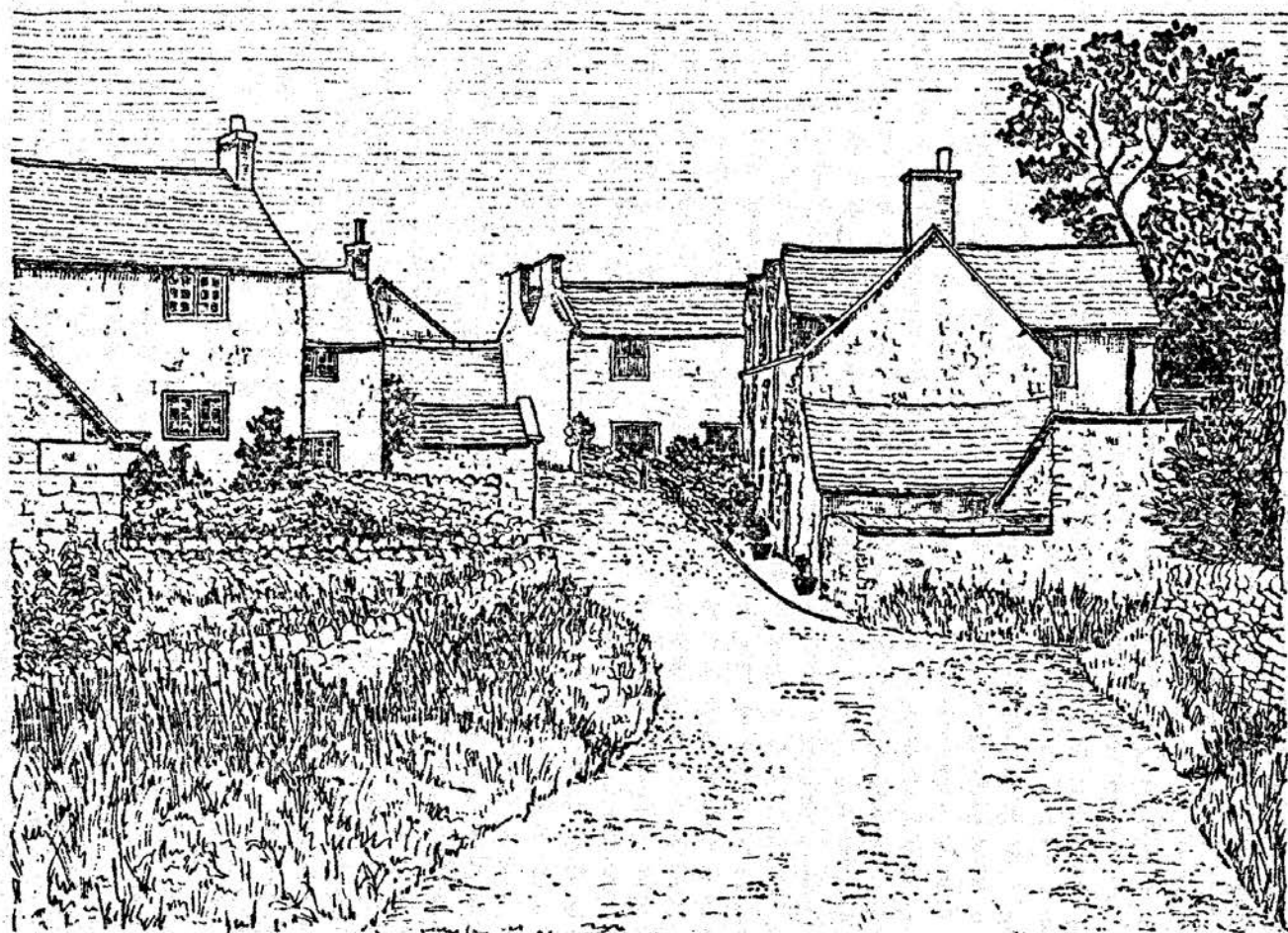


DERBYSHIRE  
MISCELLANY

Vol 3



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Local History Section  
Derbyshire Archaeological Society.

DERBYSHIRE MISCELLANY

Vol. III No. 5

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IMPORTANT NOTICE

Sanderson's Map of Derbyshire, 1836

Through the kindness of Mr. Frank Smith of Langton, Pinxton, the Section has been able to publish a full scale photographic reproduction of Sanderson's Map.

The reproduction measuring 60" x 40" is easily legible and contains a wealth of information not to be found on current maps. For example, there are many more mills shown, including Bump Mills.

It is made still more interesting by the fact that the original was the working map of A. H. Stokes F.G.S., who was H.M. Chief Inspector of Mines for the Midland District in 1887. Stokes wrote many papers on mining, including his well known "Lead and lead mining in Derbyshire", published in the Transactions of the Chesterfield and Derbyshire Institute of Mining Civil and Mechanical Engineers between 1880 and 1883. To illustrate this paper he showed a map of the lead bearing area of the county. On the Sanderson map he has drawn in the lead ore veins and the principal drainage soughs. On the map there have also been added by a professional hand, the lines of the existing and projected railways and the names and sites of coalmines which no longer exist.

The original map measures 38 $\frac{3}{4}$ " x 58 $\frac{1}{4}$ ". It is dissected and mounted on linen. Two strips about 9" wide are missing from either side of the map. This does not affect the County but only a small portion of the title. This reads - The Map of the County of Derby from a Careful Survey made in the years 1834 and 1835 and with the greatest respect inscribed to John Coke Esq. of Debdale, one of His Majesty's Justices of the Peace of the County by the Proprietor, Geo. Sanderson, Surveyor, Published Sept. 15 1836, Engraved by J. and C. Walker, 3 Burleigh Street, Strand, London.

In the bottom left hand corner of the map is a reproduction of an engraving of Haddon Hall.

The map was given to Mr. Frank Smith's father, the late Fred Smith, by E. E. V. Stokes, a son of A. H. Stokes. Fred Smith will be remembered for his keen interest in the industrial relics of Derbyshire, and for his fine models of machines, some of which are in the Derby Borough Museum. The price of the reproduction will be 37/6d. and an order form is enclosed with the Miscellany. Orders must be placed before October 15th, 1965.

EDITORIAL

Owing to pressure of work and indisposition, Mr. Francis Fisher has not been able to supply an installment of Glover's Notes for this issue. These contributions have been most valuable and greatly appreciated, and we hope that Mr. Fisher will soon feel able to take up this useful work again.

A new series has been introduced in this number to give information about the work being done by volunteers who are recording the industrial relics of the County. More helpers are urgently needed.

Last summer Miss A. M. Rowland led a party which visited Dale Abbey. Members also inspected the Cat and Fiddle Windmill which is owned and maintained in working order by the Stanton Ironworks. This is the last working windmill left in Derbyshire, and is a typical postmill. A sketch of the mill made by Mr. Rennie Hayhurst appears on the cover of the Miscellany.

Mr. Wigley has been working on a history of his family for some time. His researches are by no means finished but he has submitted some of the information he has so far gathered together. A further article will appear in the next number and this will be illustrated.

Dr. Wilfred Jackson has passed on some of his notes on Derbyshire, and it is hoped to publish these in this and forthcoming issues.

BOOK NEWS

The Story of Staunton Harold by H. J. Wain, published June 1965, price 2/6d. All proceeds from the sale of the booklet will be handed to the Management Committee of the Cheshire Home at Staunton Harold. Copies may be obtained from the Warden of the Home, and from Byrkley Books Limited, 159 Station Street, Burton-on-Trent. Mr. Wain's story begins with the Domesday Survey and traces the history of Staunton Harold from its earliest days to 1955, when the Hall was purchased by Group Captain Cheshire. This delightfully written and illustrated booklet is on similar lines to the "Bretby" story mentioned in the last issue, and is a worthy addition to any local historian's collection.

Eyam Dale House a short history by Clarence Daniel. Eyam Dale House is now the headquarters of Glebe Mines Ltd., for whom the booklet has been written. The house was in existence in 1770, and was in 1828 the home of Thomas Birds, the geologist and antiquarian. Mr. Daniel makes a most interesting story of its architecture and its owners through the years.

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AN 18TH CENTURY JOURNEY BETWEEN ASHOVER AND ABERYSTWYTH

by Francis Thompson

Note. Francis Thompson, who was born in 1747, the son of Stephen Thompson of Winster, died in 1809 at Hill House, Ashover, which he had built in 1780. He achieved some standing as an engineer, and John Farey the Younger, in his classic work on the "Steam Engine" said of Thompson that he was "a practical engine builder who had rather an extensive business in erecting Newcomen's engines for the Mines of Derbyshire". In addition, however, he built engines for Boulton and Watt and engines of his own design for cotton mills in Nottingham, Macclesfield, Manchester and other places. The large engine which he built in 1777 was 600 ft. below ground at the Yatostoop Mine at Birchover, and came under the special notice of John Smeaton, who left an illustrated description of it.

It is not surprising that he should be consulted by lead miners near Aberystwyth who sought his advice about a hydraulic engine there. In March 1788 Thompson set out on horseback from Ashover taking five days on the outward journey and four days returning. He made a record of the journey in a little book which came later into the possession of the late Francis William Lomas, a collateral descendant.

The Journal came to the notice of Rhys Jenkins who presented a short paper "Francis Thompson's visit to the Cardiganshire Mines in 1788" on the occasion of the Summer Visit to Derbyshire in 1930, of the Newcomen Society. Some years ago Francis Lomas kindly loaned his Journal again, with permission to reproduce it, when a paper on "the Early Steam Engine in Derbyshire" was presented by Frank Nixon at a meeting of the Newcomen Society in London in 1957.

Journal into Wales and back again

by Francis Thompson, Ashover

A Small account of the roade to Dolgorse (Dol-y-gors) where Mr. Lowe lives in Cardiganshire, South Wales, March 17th 1788.

On the 4th of March 1788 about 9 o'clock in the morning I left Ashover with a cold morning but dry the wind, at North East, and by gentle rideing I came to Ashbourne about half past 12 o'clock which is 17 miles. I got dinner and rested till 3 as the weather then was wet and it rained very fast. At 3 in the afternoon it began to clear and I mounted my mare and made for Cheadle by Houghton (Alton) Lodge or Castle, which stands in the Valley of Udale; it is a large stone building standing at the Peak of Land and the South West side stands close to the edge of a large lake of Water very deep

which is planted all round with Uee (Yew) trees which takes its Name for U Dales; from thence I made for Cheadle and reached that town about half past 5 at night 13m.: I had some Buissness with Messrs. Engleby Lee and C. which I finished before supper time.

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That Day only 30 Miles.

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About half past 8 o'clock in the morning of the 5th I set of from Cheadle it being a fine clear morning and I got to the town of Stone by 10 o'clock which is 10 miles - from thence I made for the town of Eclashall which is 15 miles. I reach that town by 12 o'clock but the roads was very bad. I went to the Kings Arms wheer I Dined but before I finished my Dinner it began to snow a little. I expected it to be worse and I set forward to Newport which is 9 miles but it was favourable till I reach Newport. I went to Red Loyan (Lion) inn fed my mare and rested about one Hour on account of the Snow and a little before 4 o'clock it was pritty clear and from their I set of for Wellington by Cettley (Ketley) which is  $9\frac{1}{2}$  miles but all that stage it was Rain and Snow that I could make but little observations on the roade. Had it been clear I should have gone to the Royal Oak wherein it is said Charles was saved from the Enemy; that tree stands a little out of the road it is walled ground but travilers has so cut and abused it that it is almost decayed; I reached Wellington about half past 5 o'clock but was very wet; I went to the Pheasant Inn wheer I was well entertained with good company as their had been a rent Day. I met with several of my old acquaintance from Ketley and other Places and we spent the evening very cheerfully;

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Wednesday Stage  $43\frac{1}{2}$  miles.

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On the 6th about 9 o'clock in the morning I left Wellington but it began to snow and hail so bad that I was obliged to shelter some time under the side of a barn. It being clearer I continued my Journey for Shrewsbury which is 12 miles. The roade is pritty good and pleasant up a fine valley of Meddows; with the river Sivern running along the same; About 11 o'clock I entred the City where stopping some time to look about me I enquiered if the old engine keeper, if he was still at the forse (pumping?) engines at the Bridge. When I had examined these machines &c. I went to the key where the vessels was unloading their cargoes and after asking some questions of their rules &c. I Dined and set forward for Welchpool which is 21 miles from Salop;

The Country from Salop to Pool is in General barren and poor abounding with mountains till within 3 miles of Pool.

On the Right hand about 6 miles from Pool is a large mountain - Malagolbin - very steep on every side and on the Highest part theirop on the Northwest side (of) the Mountain their stands Rodney's Piller, a large piller

of stone erected at the time of Rodney destroying the french fleet; It is said their was the largest meeting of people that ever was assembled together in that part of the Country in any age; And it lasted for several Days; The name of the Mountain where this piller stands is called Breathing Hill; on account of it being so exceeding high But it formerly was call'd Malagolbin.

The Roade to Pool is not good till within 3 Miles of the town which is Meadow land with the river Sivern comeing near the town; but no vessels can come nearer than 2 miles to a Place called Pool key where there is a good Iron forge near the Wharfe. The Bridge is part stone and part Wood as it was beaten down in the year 1775 by the Ise which was Broken in pieces in the river and from the Hills;

The town is clean and well watterd. It has a large old Church Standing on the side of a hill with a square tower and in one part of it their is kept a large Scool on the Northwest Side of the town and within one Mile their is an Anchent Large Castle called Powes Castle belonging to Lord Powes:

The Meadow Land is very rich both for Hay and Corn; but the Hills breeds only Sheep and horses.

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Their is every Monday fortnight a large Meeting for the flanel trade and large quantits brought to Market;

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Thursday's Stage - 33 Miles.

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Friday the 7th.

The Morning was very cold the Roades was much glazed over with frost so that I cold not set of till I had got My Mare's shoes taken of and steel'd at Sprun (O.E.D. Northern dialect 1828 1. The fore part of a horse's hoof 2. A sharp piece of iron fixed to the forepoint of a horse's shoe to prevent him slipping on ice) sharpned at heel which hindred me setting out till half past 10 o'clock;

And at half past 12 I reached Newtown. The roade from Pool to Newtown is not good tho pleasent riding up the Valley. It is bounded with high Hills on each side. The Valley which is in some places a Mile Wide and others not half that width. The river Sivern continues its corse up the Valley to Newtown and Llanidloes.

Their is good hay and corn land up the Valley but the sides of the Hills is covered with Good Oak timber and most other sorts of Wood. But the top of the hills is short and barren but keeps large numbers of Sheep, tho they were covered with snow while the Valleys were warm and fine. Wood is in plenty to burn but Coals at Newtown is 25 shillings a Ton in the

Summer time and of a very poor sort.

It is a pritty small town with a good Market Hall over which their is a good scool;

After Dineing and resting till 2 o'clock I set forwards for Llanidloes which is - 14 Miles. The roade from Newtown to Llanidloes is much the same as that from Pool to Newtown. It is a Small Market town with one good Street through it and a Good Market Hall; I was Advised to go no farther that night; and the Landlord told me he would provide a Guide for morning to dertect me over the Mountains; Which he did and I gave him 2/- and 6d to go with me 15 miles to the other side the Mountains; Coals is 30/- Ton at Llanidloes.

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Friday's Stage - - - 27 Miles  $\frac{1}{2}$

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Saturday the 8th

About 9 o'clock in the morning I left Llanidloes with My Guide along with me. The Morning was dry but frosty which made it better to walk then ride so that i run on foot pretty often and My Guide was very obligeing for when ever I dismounted he would leade my mare down all the Hills; We traviled togeather very friendly till we Came to a little Village of 5 or 6 howses where their was a small church; The name of this Place is call'd Clangillick (Llangurig); When we came to this Place he asked me if I chused to have a glass of Brandy for he said if we missed this house we should find no more before we came to the other side the mountain's and this place is about one Mile from the foot of the Hill and 5 from Llanidloes: The Mountains is about 9 Miles over so I consented as I thought he wanted worse than i did. I bid him call for 6d of Brandy and Water But he said he would have no Water to his Share; When we had drank the Liquor I paid the man for it which came to the door And My Guide began to talk to the man and he to my guide for some time but I could not tell one Word they said, but the Man went into the house and brought a Strong Staff about 5 foot long, Well piked and a brass cap at top of it. After they had talk'd some time he gave it to My Guide and we set forward. But as i did not understand what they had been talking of I did not like their ways, as we were going i was afraid he ment some ill to me, and I told him he had better leave his Staff for it would starve his fingers to carry it, but he would not be perswaded to leave it.

When I found he was intent of Carriang his Staff I began to make him believe I was not afraid of meeting aney Bad people and that if aney should atackt us he should see I would give them a warm Reception for I was always Upon My Gard; tho at the same time I would have given Aneything that I had not brought him with me; We had not gone past half a mile before we came to a little hut and he said he would take my advice and leave his Staff which he did at that place and I was Very Glad;

When we came a little further we had a Broade river to cross and he said if I would not let him get up behind me he should be obliged to put of his Stockins and Shoes. I told he should ride and he then took a run and leaped up behind me as I was trotting along. I told him he was a very good foot Man and when we got over he leaped of again and we went very well over the hills tho they were all covered with frost and snow; and no roads to be seen; Wen we got to the other side he said their was a good roade for most part of my way to Dolgorse and he led me to a little hut and said it was a publick house and he expected to have his Dinner before he Returned Back. So We went to the house and he asked if I could have a feed of Corn for my mare; And we got some oats and I went into the house; but the house was ye poorist place within that I ever entred for a publick one;

He askd me if I would have Ale or some Brandy and Water. I told him I would have a glass so he began His Discorse to one of the women for their was 3 in the house seated on a Bench of Turfs with a small tub before them into which they put their wool that they were picking for their Buiseness is makeing of flannel; She got up and brought some Barley Bread and Oat Bread but the oat cake was as thin as pastboard and seemed to be almost as hard for they dry it in the roof of the house;

What I eat was not for the sake of the good I thought it would do me but that I thought they would be angrey if I refused. Their chees was good and I eat a little to keep My Guide company; They look'd very earnestly at me and they neather understood what i said nor I did not know one worde of what they said, but My Guide was the Interporator for Booth Sides. When I thought my mare had eaten her corn i gave the woman a shilling for what we had Eat and Drank and set of again leaveing My Guide at that place, which is called Commustwith (Cwmystwyth) and here I was lucky to find that I had a good Turnpike road which leads to a seaport call'd Aberystwith. And not far of a New Built House called Affod (Hafod) Hall belonging to Squier Johnes (\*see note at end). It seems to be the most unlikely place to set so good a house in that ever I saw, The stone that it is built of comes from Bath up to Aberystwith and from their to the house 12 Miles by land, It is in a low place between 2 steep hills which is full of Wood. But the land all round it is very barren and poor for he cannot feed aney Cattle nor scarce aney Sheep but what is very small so that his meat comes every week from Newtown which is 33 Miles from his house for the Man that is his carrier was My Guide and he told me that he had been his carrier for some time past; About 2 miles beyond this place and three miles from the Turnpike is a single farm house called Dolgorse where Mr. James Lowe lives; I came to this place about 3 o'clock in the afternoon on Saturday the 8th where I was well entertained.

Mr. Lowe was gone to Aberystwith Market which is about 10 Miles of so that I did not go to aney Mines that Night; Sunday it was very cold and frose all Day so that i did not go far from the House, I had thought to have gone to Church - but they told me it was no English that Day for their was not English but one Sunday in a month; but if i chused to go to see a



match at fives when Church was over young Mr. Lowe told me he would go with me for their would be Good Play, but I did not go as it was about 3 miles of;

On Monday Morning we went to a Mine called fair chance where the Piller (pillar) Engine is at that I went to view - it is about 6 Miles from Dolgorse and near to a place call'd rose fair. This place is one single house where there is 2 very large fairs in the year; it is on a Large Common; After we had viewed the Engine and Mine we set of to a Mine called Esgairmwyn which belongs to Lord Powes and there we Dined about 5 o'clock. We had a Leg of Mutton which had been hung for it was as Black as the Roof of the house itself. We had also a piece of hang beef and white herrings (herrings) so that our whole Dinner consisted of salt meat. We had plenty of good Brandey for the best is no more than one shilling a quart. We stayed till 7 o'clock and then set of home to Dolgorse; After we got home and had set about half an hour Mrs. Lowe brought supper which was a Piece of hang beef and some dryed Cod fish with Egg Sause. I did not eat much for My Dinner had made me very droy and I was afraid of being worse in the Night; We drank freely of Brandy and Water till about half past 10 o'clock then we went to bed.

Tuesday Morning about 9 o'clock we set of to all the Mines that was in our Way to fairchance; And I went to Esgairmwyn to look at the Miners their that was working after the Manner of the Romans - which is to take all out before them to the top; This Mine goes through the top of a hill and they are takeing it out in 2 stools one before another for near 20 yards high and half that width. This mine is very rich and a great quantity of ore got for which it is sold for 12 Pound pr Ton but it is delivered at Aberystwith where it is Smilted, about 13 miles from the Mine;

Those which they call the roman Miners is all by Wage at 10 pence per Day for 12 hours the wheelers, but the Blasters has one shilling per Day; And Women is hired to get it up for so much a ton some 30/- and some more and some less as it is for being rich or poor. The Under Ground Miners is in Companys of 4, 6 and 8 Men each, but there is one or two in each Company which takes the Bargin and hires the rest both to Work and be as laborers to get it up; From here we went to Fairchance And went up the Leavel to the Engine which is about 40 yards from the Surface of the ground. This Engine is Worked by a piller (pillar) of Water which comes down the Shaft in 3 inch pipes to the Cylinder which is made of Brass and 8 inches Diameter; It is a Powerfull Engine according to the Diameter of the Cylinder for it works about 9 strokes per minute 6 foot stroke and the working barrel of the pump is 5 inches Diameter which is made of brass. The height that the Water is raised in the shaft is 45 yards; under leavel; the cylinder is loaded to 23 pounds on every square inch.

The engine is complicate and two maney movements in it or else it would be an excellent machine;

After examining the Engine all through we came out about 4 o'clock

and went to dine at Rosefair; that Publick house before mentioned. We had a line of veal roasted, a piece of hang beef and a plum pudding. We finished our dinner about half past 5 o'clock; then we drank very freely of Brand(y) and Water till half past 7 o'clock when the man came with our horses we set forward home; to Mr. Lowes and got their a little before 9 when super was ready by that time We got in; We had a piece of hang Samon and some fresh beef boiled; We got our supper and then fell to drinking all friends in England; As also the Mines in Brandy and Water till 11 o'clock; then we went to bed; And the next morning it was very frosty so that I could not set of till I had sent my mare to be removed at the Blacksmiths;

While I was waiting of my Mare Coming from the Smithey they began to tell me of a Weding that was a few days before I went their; and I thought their custom very odd.

#### The Welch Wedding.

The day before the Cupple is to be married, they make a feast at the Young Mans house that is to be married and the relations of booth side comes to dine. But before dinner the young Cupple sits down to geather and that man that is to be the father at the Wedding is as Clark to the young cupple that day for every one of the relations on booth sides gives the young pair some money as they are in circumstances some more and some less and each takes his own and gives it to the Clark which puts down What each person givs, then the next day being the Wedding Day they make another Feast and invites their neighbours and they give what they please to make a beginning for the Young Cupple; but all that which is given eather by the relations or others is to be returned again as they can spare it, so that what they get is onley to set them up at Beginning;

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By this time my mare was come from the Smithey and I began to prepare for my journey into Derbyshire again;

About half an hour past 9 o'clock on the 12th I left Dolgorse. The morning was fine but frosty. I had fine pleasent riding up the Valley of Cummastwith. When I came at Mr. Bonsals mine I went to look at the stamp Where they breake down all the wast such as we break by our Hospital people at Gregory's Mine at Ashover. This machine consists of a Water Wheel 12 foot diameter over shot but it takes but little Water; the other end of the Shaft is set with 4 toops or wood camms to each stamp so that the stamps makes 12 strokes in one round of the wheel: the weight of the stamps is about 8 stone each, and they rise about 20 inches.

Their is a grate at the end of the frame where the stamps is gaged in; This grate is punched with holes very close together about  $\frac{1}{8}$  of an inch diameter, and the small ore and other sorts of Minerals comes through and settles in a trough near this grate and the light parts swims away with the water that comes under the stamps that brings forward the ore &c. to

be broken from the fall at the back of the Stamps, This fall is a boarded place riseing about 4 feet high which forms a kind of hopper, and they put it full of stones that has ore grone to them such as cannot be broken of with a hammer. This wast has one man to attend its dressing which fills the hopper or fall with Stuf some round and some small; and then he goes to the bottom or to the grate and keeps throweing it out of the trough and clearing the passage of the grate. This machine will breake and dress as much stuff in one day with one man or one man and a boy to attend it as 12 or 15 women can with broad fased hamers or what we call buckers and hammers. They tell me they allways set one man and a boy to do more buisness than 20 Women;

Where they have plenty of water the Mine is on the side of steep Hill and some part of it under the Rock their is a large Stream of Water which comes from the top of the Hill and crosses the vean but is carried over where the vean is cut but they dig water corses at other places where the vean is uncut and lets the water wash upon the top of the Vean and some times brings down large quantites of ore;

And this they call Hushing, from the hills all these Mines bears up to the grass so that they are found eather by Hushing or by Trenching;

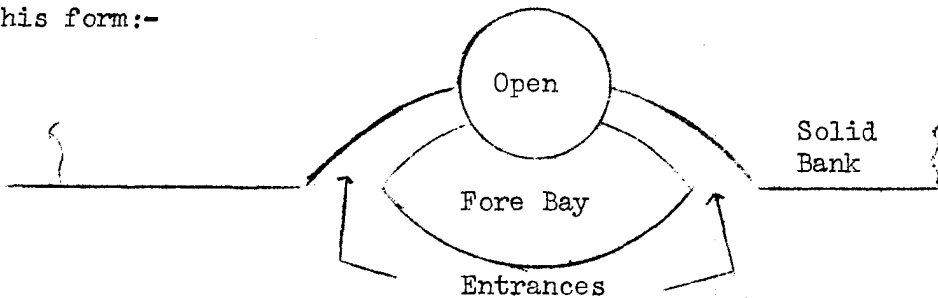
After inquiring some perticulars about their customes of working I lef this place and made the best of my way for the Mountains and I ventured over without any Guide because it was a clear day: but for about 9 miles over the Hills it was covered with Ise in those places that should be the roads But as my Mares shoes was sharp I got very well over and I arived at Llanidloes about 1 o'clock where I got dinner and stayd till 2. I had thought to have gone to Welchpool that day but they told me it was the Asizes and the town would be very throng so I went down to Newtown and stayed their all night --- this stage is 35 miles.

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About 8 o'clock on the 13th I left Newtown and came to Pool by half past 10 o'clock. The town was throng on account of the Asizes. I went to the Royal Oak and got a food for my Mare while I went into the town to the towns hall, where the Buiseness is done for the County town of Montgomery.

A little past 11 o'clock the Sherifs Men was drawn together by the trumpiters and attended on the Judge. After I had seen them set of to Church I got a eat at the Inn and set forward for Llanymynech which is in the roade to Oswestrey; for I intended to come by their to see if it was aney nearer then by Shrewsbery. I stop'd a little at Pool Key where the vessals was loading some timber and other lcedeing. I then set forward and came to Llanymynech about half past one o'clock. I went to the Lime Works for their is the most and largest kilns that ever I saw. The most part of them has two enterances to draw at nearly opiset to each other;

In this form:-



They will draw about 160 or 170 loade per day.

At Llanymynech I had 2 broad waters to cross and I did not know the best place to go through for the person that is at the Wharfe house to derect people was buisey loadeing blue slate into the boats and did not see me till I was got half way in to the Water. He bid me stop and go back about 10 or 15 yards higher. So I did for I found the Mare must soon have swam if I had not been derected by him; However I got well over: I had thought to have stopd in the town but I did not. As the roade was then very good I made for Chirk which is 5 miles beyond Oswestry; Oswestry is a large well built Market town. I got their by 4 o'clock but did not stop till I came to Chirk, Where Mr. John Bamford lives. I got their by 5 as I did not ride fast.

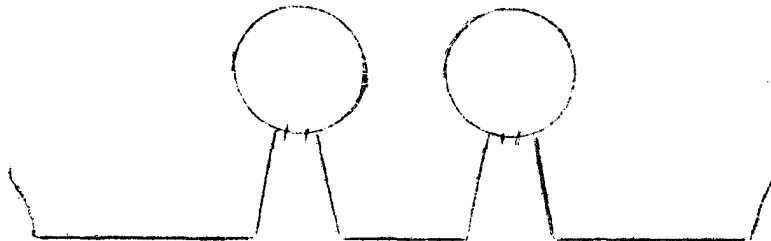
This stage was — 36 miles  $\frac{1}{2}$ .

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On Friday the 14th

Mr. Bamford and I went to the Mill where I saw the best finished corn mill that ever I was in. It runs but 3 pair of stones and 2 dressing machines with a pair of roolers for crushing of malt with sack tackle &c. But it is the best laid out for room and convienant that ever I was in. We then took a round to the Lime Works and saw maney very large kilnes; for here they make them all or most part of them duble ones.

In this form  
with two  
pipes each



Their stone is good and makes very good lime but they use the largest nogars. (a noger is a steel borer for making shot holes) that ever I saw for Common use. They are about 4 foot long and makes a hole near 2 inches diameter.

After viewing these Works we went to the Castle for he has a Malthouse to survey their; We look'd through the stables and other places. We then was conducted to the Stewards Room where they told us we must stay dinner but that it would not be ready till 5 o'clock so that we must have a Nunchon and some bear and then go through the house. So a woman was sent to us to show us the best rooms &c. after which we came down into the sellers went through them and came into the Cort where we viewed the grand Entrance that was formerly shut up by dropping down an iron door in a rapit (rabbet or rebate) cut in the Stone. This door was 4 yards wide and 6 high; at each side of the entrance their is port holes and in the inside their is brass chariag guns about 4 pounders.

And in the Entrance their is 2 one on each side. The one is brass the other is mettle about 6 pounders. We then went to the green House which stands in the midst of the pleasure ground. As we was walking by the side of some shrubs Mr. Bamford ask'd me if I ever saw a Corkwood tree growing. I told him I had not. We went to one and he cut me of a piece of the bark which is cork and I brought it with me also a branch of the leavz which was very green; tho it was the 14th of March. We then went to the Manazory where we saw some quoris (curious?) Birds made out in cupples for breeding.

We also went to the new lake which is a sheet of water about  $\frac{3}{4}$ rs of a mile in length which forms a cimney (semi) circle; and Alford's Ditch runs through it that which is called the Divles Ditch (Devils Dyke) which formerly was a boundary between England and Wales; This Ditch is about 5 or 6 yards wide and the nearly the same depth when cut it is still open for many miles in length;

At half past 4 o'clock we went into the House again and at 5 Dinner came on. We dined and drank old beer till half past 7 at night. We then took leave of the Castle and friends and came to Chirk but it snowed very fast as we came down the park and I was afraid it would have been much but it went of with a storm.

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Saterday 15th

Earley in the morning we was visited by Mr. Pryce the Viccer. He invited us to Breckfast with him but I was afraid it would delay my setting of I begd to be excused. But he insisted that I should go to his house and see his new Paintings for he had a man at work for 4 Months takeing his dogs and horses as also landscapes. We went and he showd us all his pleasure ground and a favourite horse 30 years of age; He then gave us some Rasbery Brandy and we bid him farewell.

I left Chirk about 9 o'clock; and at 11 I came to Ellesmere which is 10 miles from thence. I came to Prees which is 15 miles but the road was very bad and not turnpike: their was nothing in my way worth observation so I came on for Market Drayton which 12 miles and their I dined at the Sign of the talbot Inn - Mr. Shaws.

I stay'd till 4 o'clock and then I set of for Newcastle which is 14 miles; I reachd that town by half past 6 where I found the town streets all thronged with people, the Bells ringing &c. I askd the reason and was told they was lookeing for the Sherif to come in from Stafford Asizes.

Saterday's Stage 51 miles.

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About 8 o'clock in the morning of the 16th I left Newcastle and when I was out of the town I found a deal of snow by places and was told they had had a deep storm the week before. I came to Stoke put up my mare at the Wheatsheaf while I went to view a steam engine that was begon by Mr. Joseph Hatley Engineer with his boiler for flued lead to heat the Water, But it did not answer and he left the engine unfinished and sometime after it was finished by Mr. Willm. Sherret, in the common way.

This Engine has a cylinder 24 inches diameter and a pump 22 inches diameter. It raises water up to a wheel to grind flint for the potters use; Their men was cleaning the boiler so I had a good opportunity of lookeind into the Work.

I left this place and came to Cheadle about 11 o'clock which is 14 miles. I did not stop in Cheadle as I ment to dine at Ashbourne which was 13 miles. I got to Ashbourne at half past one o'clock. I dined and stay'd till  $\frac{1}{2}$  past 3. Then I set forward and got to Ashover between 6 and 7 o'clock but the roades was frosty and bad rideing so that I came on foot very often for the wind was very cold and their was some snow upon the ground.

Sunday's stage - 44 miles.

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To go by Salop it is -  
154 $\frac{1}{2}$  miles

To go by Preece Oswestrey &c.  
it is 166 $\frac{1}{2}$  miles

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So that it makes a difference of 12 miles.

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Names of Some Lead Mines in Cardiganshire - South Wales.

Loggeyloss, is an anchent mine but Mr. Lowe is now driving a leavil up to it. The leavil is 7 feet high and 5 foot wide; in a blue hard stone it is cut and carried out at - 3£ 10S and some at £4 per fathom.

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Esgairmwyn is the largest in those parts and as anchent as aney but they all was found by the Romans, it belongs to Lord Powis.

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Fairchance is a large and strong Vein. It is workd to 45 yards under the leavil by verty of a piller Engine first erected by Mr. Cole, falling pipe 3 in dia. 40 yds & 8 in Cylr, of London; But since it has been altrd and finished by order of Francis Thompson - Engineer; in 1788.

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Llanaguithin is thought to be one end of Esgairmwyn Mine. It was once in possion of Shore White Swetnham and Co. Winster which brought a leavil up to the Mine within about 40 or 50 yards and their left it of, it is now a rich mine.

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Crowgunion is a large Mine running along the side of a hill; now worked by Mr. Lowe and Co. Their is a new Vein belonging which was found by trenching at the top of the Hill;

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Commustwith is a Mine running along the side of a steep hill and some part of it under the rock where the water comes from the top of the Hills and is geathered together for the use of Hushing as the Mine was first found by that means. It is now in possion of Mr. Bonsall and it is very proffitable.

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\*Note Thomas Johnes was the new squire of Hafod, near Ysbyty-Ystwyth, he built a new house in 1783 to the plan of Thomas Baldwin of Bath. In 1793 he added an octagonal library. In 1807 there was a disastrous fire. (H.M.S.O. Forest Book)

For further information about Francis Thompson see:

1. "Francis Thompson's Visit to Cardiganshire Mines in 1788" by Rhys Jenkins, Newcomen Trans. Vol.XI 1930-31.
2. "Notes on an old colliery pumping engine 1791" by W. T. Anderson. Trans. Inst. Mining Engineers Vo. LII.
3. "The Early Steam-Engine in Derbyshire" by Frank Nixon. Newcomen Trans. Vol. XXXI 1957-8.

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JUST PUBLISHED "A History of Lead Mining in the Pennines" by Arthur Raistrick and Bernard Jennings. Longmans. 60 shillings. This deals quite extensively with lead mining in Derbyshire

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SOME NOTES ON THE WIGLEY FAMILY OF DERBYSHIRE

by

Derek A. Wigley

The Wigley family takes its name from a hamlet near Old Brampton in the Hundred of Scarsdale.

At the time of the Domesday survey there were three manors in Brampton, covering an area of between twelve and fifteen square miles, including ploughland, pasture and woodlands. One manor belonged to Walter Deincourt and the two others to Ascuit Musard. Wigley is situated near the head of a valley, some four miles from Chesterfield, at an altitude of 1,000 ft. in the north-western part of one of the Musard manors.

The early history of the Wigley family is very scanty, but there are references to John de Wiggeley who lived in the reign of Richard I and John, who "bore for his coat-armour, Paley of eight, embattled, argent and gules". The origin of these arms is not clear, but it is possible that this John may have been on a Crusade.

During the 13th century the Musard manors in Brampton passed to the de Bramptons, and from this time a fairly broad picture of the Wigley family can be built up from charters. Two Pipe Rolls of 46 Henry III (1262) and 34 Edward I (1306) mention Henry de Wyggeley and William de Wyggeley respectively. Charters were not usually dated before the reign of Edward II, but it is generally possible to give an approximate date.

The earliest deed (No.2247 of the Bagshawe Collection of Eyre Muniments in Sheffield City Library) is a quitclaim from Hugh de Wyggeley to Thomas, son of Adam de Brampton, for all claims to lands and appurtenances in Wiggeley held from Thomas. Thomas de Brampton paid thirty shillings of silver as a "gressum". This charter is in Latin and estimated to be fourteenth century. (A subsequent charter, however, cites the father of Thomas as Ralf. An Adam de Brampton had lived a century earlier, but there is little doubt that the two deeds are for the same land.) From the Wolley Charters in Cox's Calendar of Derbyshire Deeds No.2563, "Walter, son of Thomas de Brampton granted, by deed poll, to Roger, son of William de Wyggeley, all the lands with the edifices and appurtenances which Hugh, the son of Richard de Wyggeley formerly held of Thomas the son of Ralf de Brampton, his father in the town of Wiggeley and without, to hold of the said Roger, his heirs and assigns, paying therefore yearly two shillings of silver, viz. 12d. at the Feast of St. Martin, and 12d. at the feast of Pentecost, for all secular services, saving foreign service." There were many witnesses to this deed including Hugh de Linakir, Nicolao de Hulm, Johanne de la Hay, Hugone de Somersale, Thomas de Waddeschelf and Roger de



Birley. The deed was sealed with green wax bearing a rye-stalk device and was circumscribed "T. S. Walteri".

In 1310 Roger and John de Wyggeley with Hugh de Linacre were witnesses to a grant in tail from Roger, son of Hugh Sergeant of Brampton to Stephen, son of Hugo Somersale, of lands in Brampton. During the next few years Roger de Wyggeley, John and John his son, and William, witnessed deeds concerning lands in Barlow, Dore and Walton.

1328 was regarded by Pegge in his History of Beachief Abbey (and Lysons who quoted him) as the date of the first real evidence of the Wigley family. The following is a digest of a deed (Yeatman's charters relating to Chesterfield) relating to this. Robert Wiggleley the elder, enfeoffed Sir John Ryggeway, Chaplain, of Chesterfield, and William his brother, of all his lands in Wigley and Brampton, which he had of John his father; Roger his brother and John Ryggeway, enfeoffed Ralf Barker of Dore and William del Backhouse of Norton, of the same - who conveyed it to the Canons of Beauchief. In 4 Edward III a 'Placita de Quo Warranto' was issued in the Manor of Pleaseley (nine miles from Chesterfield) against William de Harcourt and Margaret, widow of Robert de Wiloughby, to show by what authority they claimed to have a market on Monday in every week, two fairs and 'free warren'. Margaret de Willoughby pleaded a moiety in the Manor by inheritance so also did William de Harcourt plead the other moiety. A jury later found for the claimants, but John de Wiggeley and John de Shirewood made a fine with the King for one Mark for the said William and Margaret to have the fairs and markets thereafter. (See D.A.J. 1947 p.87)

Branches of the family were now living in other parts of the manor of Brampton, some in the south near Holymoorside, which, perhaps, by this time had become part of Walton Lordship.

In 1333 William de Wygley of Brampton leased lands in Brampton to Thomas Glay of Brampton for forty-two years at an annual rent of six shillings. This deed, (Jeayes Descriptive Charters No.437) witnessed by John de Wygley and Thomas son of Robert de Somersale, is the first of several showing the expansion of the family. In the same year appears the first record, in charters, of a marriage. Thomas de Calale of Sutton in Dal (Sutton Scarsdale) granted and confirmed to "John, the son of John de Wyggeley, and Joan his wife, the grantor's daughter, all the lands and tenements, with the tofts, crofts, meadows and appurtenances which he had and held in the town and territories of Sutton in Dal of the gift and feoffment of Amicia, the daughter of Alan son of William de Sutton, in Dal, in her 'viduity', to hold of the said John and Joan and the heirs of their bodies".

During the fourteenth century there is some evidence of Wigleys in Shropshire. From the Calendar of Patent Rolls of 17 Edward III (1343) p.44 "John de Wyggeley was outlawed, and his lands in Salop confiscated and sold to another". But there has been found as yet no apparent connection between the Shropshire and the Derbyshire Wigleys.

There is evidence of land held by the Wigleys near Holymoorside called the Loads. Perhaps the clay for earthenware and pottery made in Brampton came from here. The original charter being lost, confirmation was made in the Court Rolls of Temple Normanton in 10 Henry VIII (1518). In 1346 Robert Shawe of the Loads in Brampton surrendered in court a messuage and land, which William de Wigley formerly held, to the use of John de Barley, at an annual rent of 3/4d. These lands were "a messuage with barns and crofts adjacent, with a close called Moor field (more fyld), another called Coppedthorne, another called Berle fyld, another called Hollen greff, another called Stubyng and another called Great Close on the side of which the said house stands built".

The Close Rolls of 1360-64 (35 Edward III - 1361) mention a Richard de Wyggele being a servant of the Prince of Wales, and mention is again made in Rolls of 1369-74 of 28th January of 46 Edward III (1372) from Westminster to the Sheriff of Derby to "cause a Coroner to be appointed instead of Roger de Wyggeley who is sick and aged".

During the reign of Edward III John, William and Roger witnessed charters of lands in Brampton, Barlow, Dore and Dronfield and there is evidence that the family held lands in Barlow and Walton besides Brampton and Wigley. In 1383 (6 Richard II) Edusa, widow of Roger son of Elie de Barley Woodhous, granted land which she had inherited in fee from her father William de Wyggeley in Barlow, Stavely and Dronfield, to Giles son of Sarre de Dronfeld. "Roger de Wiggeley and heirs" granted lands in Walton to Richard Clerk and his daughter Isabella de Kerre in 1393.

Before the reign of the unfortunate Richard II there is no charter evidence relating to Wigleys outside Scarsdale Hundred but in 7 Richard II (1383) Johanna Arnald of Wirksworth granted lands in Wirksworth and Steeple (Stephulle) to Richard, son of Roger de Wygeleye. No other charters occur in Wirksworth for seventy years, but records of the sixteenth century imply that Richard founded one branch of the family which seems to have held lands to the north of Wirksworth. Another branch, appearing later, held lands mostly to the south of the town.

Before the 14th century lead mined in Wirksworth was marketed in Chesterfield and Derby, (a fair was granted to Wirksworth about this time). The lead was conveyed to Derby and Chesterfield and shipped south by barge. Unfortunately Hereward Way, the pack horse route to Chesterfield, was often impassable except for about three months of the year.

The roll of the Great Courts of Walton, when Henry Foljambe was Lord of the Manor (2 Henry IV to 2 Henry V) show that Robert de Wyggeley, Thomas de Wyggeley, John de Wyglay and Johes de Wyggeley were living thereabouts in the early fifteenth century. The final reference to the Brampton area (Jeayes Descriptive Charters No.2564) is a grant in tail from Henry Perpound and Robert Barley of lands in Wigley which they had received from Robert de Wyggeley to William Rollesby and Agnes, daughter of Robert de Wyggeley,

dated 26 Henry VI (1447).

It is possible that John moved to Wirksworth a few years later, and the rest of the family apparently dispersed, either moving away from Derbyshire altogether or passing their lands through heiresses.

In 1451 at Wirksworth Manor Court (Jeayes 2679) William Alson surrendered a cottage in Wirksworth to the use of John Wigley and Ralph, his son. During 1452 Richard Bagot, William Purdhomme and John Forth, chaplain, gave an attorney to John Wigley of Wirksworth to deliver to Henry Bradbourne and Margery, his wife, seisin of their manors of Bradbourne and Legh with watermills and appurtenances. (These were the watermills of Bentley, Bradbourne, Rydding Park Close in Knyveton and lands in Parwich, Legh and Bradbourne).

A Bond was raised (Jeayes 2680) by John Wigley of Wirksworth, yeoman and Henry Lowe of Ashbourne, Husbandman, in 1457, to John Wastnes in £20 to answer to a plea of debt. An undated charter (Jeayes 2693) of about this time, is a release by Henry Stortrede of 'Mogyntone', chaplain, Thomas Allsop of Bradbourn, and John Wigley of 'Wyreksworthe', of a message and lands in 'Kyrk Yretone'.

About 1486 a John Wigley married Elizabeth, daughter of Ralph Crane, and the pedigrees quoted by Nichols (History and Antiquities of Leicestershire 1811) and others show his father also to have been named John. During the next century it becomes clear that there are at least three branches in Wirksworth alone.

For a few years the records are scarce, but it seems that generally the Wigleys were yeoman farmers. Later they acquired interests in lead mines, but probably as merchants, and other branches of the family became tradesmen.

An entry from the Patent Rolls of May 4th 20 Edward IV (Rolls of 1476-85) shows a pardon of all debts and accounts to the King for a number of people, among these is a Henry Wygeley, a citizen and mercer of London. In the Rolls of 1485-94 (1487-3 Henry VII) a Henry Wygley claimed a debt of 100 shillings.

In 1491 John Wigley of Middleton granted lands to his son John and in 1523 these were conveyed to Henry, John's elder brother, who was living at Scraftoft in Leicestershire. This Henry was the Bailiff of the Scraftoft Estates of the Priory of Coventry. About 1530 he married Elizabeth Blount and had sons Henry, George, Thomas and Edward. After the dissolution of the Monasteries Henry leased the Scraftoft estates. It seems that Henry and his brothers and their children spent some time visiting each other. After Henry's death in 1553 his sons began enclosing some of the lands. This was locally unpopular and on occasions they were threatened "with staves, swords and bows".

At the beginning of the 17th century, when the Scraftoft lease was about to expire, the land in Wirksworth was sold to raise money to buy the estate. The land sold lay mainly south and west in Millers Green (then called Mylnehouses) and the area around Dale Quarry, with a small close above Wash Green (then called Marten Ashe Green).

Among the records are several references to Wigleys that do not apparently fit into this branch of the family; these references occur most frequently in the sixteenth century, and the following is an example found in a parcel of Leicester wills of 1520-1558. The Will is of Wyllym Wygley and is undated. Small bequests are made and a Sir Gylys is mentioned. Wyllym, who was 'sick in body, but of good memory', desired to be buried in St. Peter's Churchyard and left a bequest to the vicar. No reference was made to his family, and his only friends other than Sir Gylys were Thomas Kathorne, whom he made his executor, and Alyce Kathorne, to whom he bequeathed his "fostyon" jacket.

(to be continued)

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#### NOTES AND QUERIES

The Editor will be glad to receive notes or queries on any branch of local history in Derbyshire.

N.Q.120 Peckwash Mill I have read with considerable interest the publication concerning the Peckwash Mill. However, I must express considerable doubts as to the correctness of the statement at the top of page 537, "It was discovered that there was a possibility that iron content being put into the water higher up the river would ruin the water for bleaching, and the whole scheme was abandoned". I feel that the Derwent was being maligned. My Company's bleach and dye works at Milford was, and is, the next industrial concern up stream to Peckwash, and using similar processes of bleaching to other textile firms, we have never had any iron contamination problem in 160 years of existence. In spite of the operations of Johnson & Nephews at Ambergate and an iron smelting concern at Whatstandwell (now defunct) records of water testing over many years have shown the iron content of the river to be negligible. After thirty years, the matter is only of academic interest, but I feel that a very large question mark should be put against the statement made and recorded for posterity, especially as it suggests a pollution of the river Derwent which did not, and does not exist.

R. C. Tattersall, General Manager,  
Derwent Valley Mills of the English  
Sewing Cotton Co. Ltd., Belper, Derby.

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THE SNAKE INN, VIA GLOSSOP

by

J. W. Jackson

This inn was built about the time of the opening of the road from Glossop to Sheffield through Ashopton late in 1821. The road was the last of the great turnpikes built at the beginning of the nineteenth century. The inn bears the date '1821' under its Sign, the snake crest of the Cavendish family. According to the writings of G. H. B. Ward a feature of the original part of the house is the rare stone launder, or spouting. A similar launder can also be seen at Hey Ridge Farm in the near neighbourhood. This farm was built in 1820 by Thomas Shaw, the unsuccessful applicant for the Snake license.

The first landlord, John Longden, was both farmer and Wesleyan local preacher. Dr. Mary Andrews tells us that Methodism took early root in the Woodlands, where people were so cut off from their parish church in Hope. Prayer meetings were held in farms and later at the Snake Inn.

The above mentioned John Longden set out one Sabbath in 1815 to preach at Tideswell, only to find on arrival that his flock had all gone off to see the local murderer, Anthony Lingard, hanging from the gibbet at Wardlow Mires. He followed and preached a forceful and moving sermon at the gruesome spot. John Longden was succeeded as landlord by his son, Benjamin. Later Benjamin's youngest brother, John, kept the Inn until 1879. He was succeeded by that tall hefty moorman farmer and father of big sons, Isaac Rowarth, whose son, Christopher, 'ended the reign' in 1919-23.

In mid-Victorian days the tenant of the Devonshire-owned Snake Inn had a good farm and sheep pasture. J. B. Firth tells that Isaac Rowarth built the new wing, and that the palmiest days of the Snake were during the three years of building of the tunnel at Old Dinting, near Glossop, and before the completion of the Manchester to Sheffield railway line. Then followed a long period of decay until, latterly, the tourist traffic and sport on the neighbouring moors have helped to restore the balance. It may be of interest to note that part of the Roman road runs at the back (N.E.) of the Inn, leaving the main road half a mile N.W. of the Inn and running S.E. to Hey Ridge Farm.

References

- G. H. B. Ward, 'Across the Derbyshire Moors', 24th ed. 1946.
  - J. B. Firth, 'Highways and Byways in Derbyshire', 1905.
  - M. Andrews, 'Long Ago in Peakland', 1948.
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June 1965

THE ARCHAEOLOGY OF INDUSTRY IN DERBYSHIRE

For some time now members of the Local History Section have been recording and photographing old industrial buildings and other relics in the County. Already a considerable amount of material has been collected, and it has been decided to publish in this and ensuing issues of the Miscellany a short account of the work so far done. A guide for those working on the project is in preparation, and more helpers are needed in all parts of the County. Volunteers should contact Mr. L. J. Stead, 48a Sandbed Lane, Belper, Derbyshire, or the Editor of the Miscellany.

Reports will be published as they come in, and the first is of work done by Mr. D. B. Foden and Mr. L. J. Stead in the Bull Bridge area where firms and individuals approached were most helpful, and many excellent photographs were taken.

BULL BRIDGE, reported by D. B. Foden and L. J. Stead

Lime Burning Kilns (Map Reference SK.359,524)

These kilns, adjacent to the Cromford Canal, were built about 1800 by Edward Banks who had kilns close to the canals in all parts of the County (Farey Vol.II). The kilns at Bull Bridge were later acquired by the Butterley Co., who were known to be working them in 1829. They were in use until about 1929.

The site is now in ruins. Parts of the original stonework upon which the kilns were built still stands, but none of the brick built kilns is whole. They would probably have been the usual inverted cone shape. Farey says they were bound round the top with iron hoops, but no trace has been found of these. Underneath the kilns are pairs of brick lined chambers with the draw-hole stretching between them. The draw-hole was used to collect the calcined lime.

The Cromford Canal has a wharf where the tramway from Crich through Fritchley, which passes by the side of the kilns, terminates. The tramway was on a higher level than the kilns to facilitate loading, and it had six waggon tippers. Four of these tipped the limestone to the wharf below and the other two tipped direct into the canal boats. These were boats, not barges. They were made of wrought iron plates, and according to Farey had wooden planks on the bottom to protect the iron from the shock of tipping limestone.

The house overlooking the kilns, now named Lime Grange, was the manager's house, and the oldest part of it was originally an inn. An old packhorse road ran nearby and the inn provided stables and accommodation

for the drovers. These stables, with a loft above for sleeping the men, are still in good condition. Later, when the lime people used the premises, more stables were built for the heavy horses used on the tramway, but unfortunately these have been destroyed by fire. Near the house is a blacksmiths shop, which would no doubt be used for maintenance work on the kilns and the tramway.

In the garden of the house is a small round building, built of stone with a stone roof. This was the Gunpowder Magazine of Curtis and Harvey, and was listed as such in Kelly's 1881 directory. It has been used more recently as a summer house, the two windows in it probably having been added later for this purpose.

### Corn Mill (Map Reference SK.359,523)

This mill, which has now been demolished, stood on a site, between the railway and the river, now used by Stevensons (Dyers) Ltd. as a car park. The dam, situated a little way up river, and some of the underground works are still in existence, but will be modified when the new trunk road from Ambergate to Ripley is cut. The mill race runs back into the river through an arch in the road bridge.

### Cromford Canal

Built in 1792 by William Jessop, this canal runs through Ambergate and Bull Bridge, and its coming was the first stage in the industrial expansion of the Amber Valley. Further development was aided by the railway. The canal now has a very neglected appearance with most of it from Bull Bridge to Butterley almost dried up. Starting near Cromford, the canal passes close to the Clay Cross lime works at Ambergate, then round a bend and through a tunnel about 100 yds long. This is furnished with a wooden hand rail which is very necessary, as the tunnel is almost completely dark in the middle. A little way further on is the old boat building lock which is listed in the 1843 Crich Tithe Award book as Wharf and Docks belonging to Joseph Bowmer. Next it reaches the bridge carrying the road to Crich over the canal, a typical stone hump-backed bridge, of which there are many along its length, almost identical in appearance. Then round another bend the Butterley lime kilns and tramway wharves are seen. Shortly an aqueduct 200 yards long carries the canal over the access road to the kilns, the River Amber, the Midland railway and the road to Ripley. To make it possible to cut his railway underneath the canal, George Stevenson sank an iron tank 150 ft. long in the canal at this point to make it watertight. The tank was brought to the site in five parts. These were riveted together and the whole sunk into position without interfering with canal navigation. This tank has been lined with brick, when is not known. The Ambergate to Ripley road passes under the aqueduct by a stone-built pointed archway, which is so narrow that only one way traffic, controlled by lights, is permitted. This bridge will be demolished when the new trunk road is cut.

There is an iron swinging foot bridge over the canal near to the Butterley Kilns. Here the towing path changes sides so this bridge would be used by the horses to cross over to the opposite bank.

Brewery and Malt House (Map Reference SK.357,523)

This is a low single storey building just below the Crich road canal bridge. The Crich Tithe Award of 1843 lists it as a malthouse occupied by Phoebe Poyser. It has not been used as such for a good many years, probably before the end of the 19th century. A few of the original special malt house bricks, which allow air to percolate through sprouting grain, are preserved at Stevensons (Dyers) Ltd.

Stevensons (Dyers) Ltd. (Map Reference 358,522)

Dye Works. This is now a completely modern works with nothing left of the original premises. The following Press publication, dated January 1956, gives a brief history of the founding of the firm:

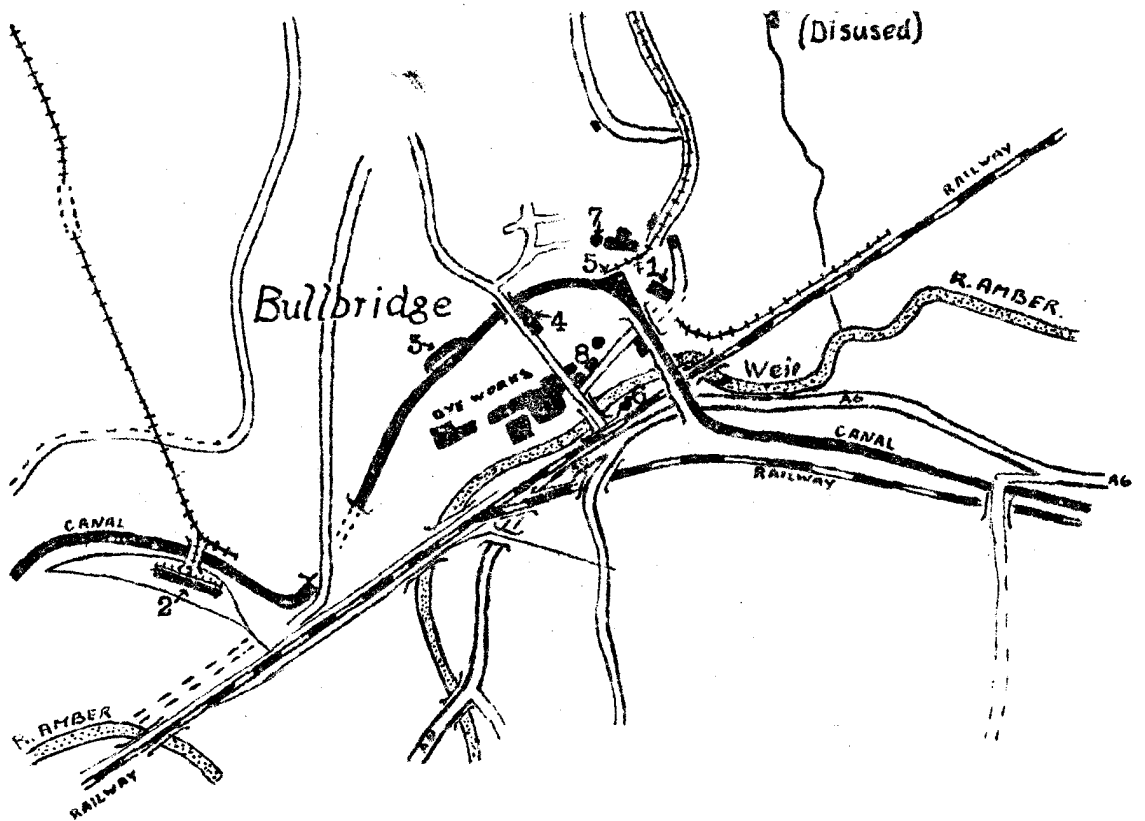
"James Stevenson, born in 1802 in the lead mining village of Wensley, near Matlock, became the first cotton bleacher of the family at Wirksworth Moor; next, James Henry, youngest of his six children, introduced to his father's business the dyeing of pure silk yarns, cotton yarns, and tapes; the third son of James Henry, James Francis, born 1871, and present Chairman, went into business on his own at Belper, as a garment dyer in 1893. By 1908 he was obliged to expand, and moved his premises to the Amber Dye Works, Ambergate. In 1916, owing to a dyers' strike in Leicester, he was asked to dye yarn for the webbing trade and so resumed the type of work his father had done. This led him on to tape and webbing dyeing, in which the company was well established as early as 1918".

During the Second World War, silk was no longer delivered to private firms, so the Amber Works turned to the dyeing of wool. They achieved success in this venture when Mr. E. T. Fell and Mr. J. Raynes, analytical chemists, discovered their process called 'Dylan'. Wool and wool mixtures passing through this process during dyeing do not shrink. We have a photograph taken in 1908 of the original Ambergate premises, and an aerial colour photograph taken in 1963 which show the expansion of the firm over the last fifty years.

The Ambergate, Crich, Bull Bridge and Fritchley Gas Light and Coke Co. (Map Reference 358,522)

These gas works, which glorified in such a cumbersome name, have not been in existence for some time. They occupied a corner position at the junction of the Ambergate to Crich road and the road to the Butterley kilns, and part of the site has now been built on by Stevensons (Dyers) Ltd. The parts remaining are the house, which would probably be the manager's, the large wooden entrance gates, two small brick buildings and the high brick wall round the two sides. The gas holders have disappeared.

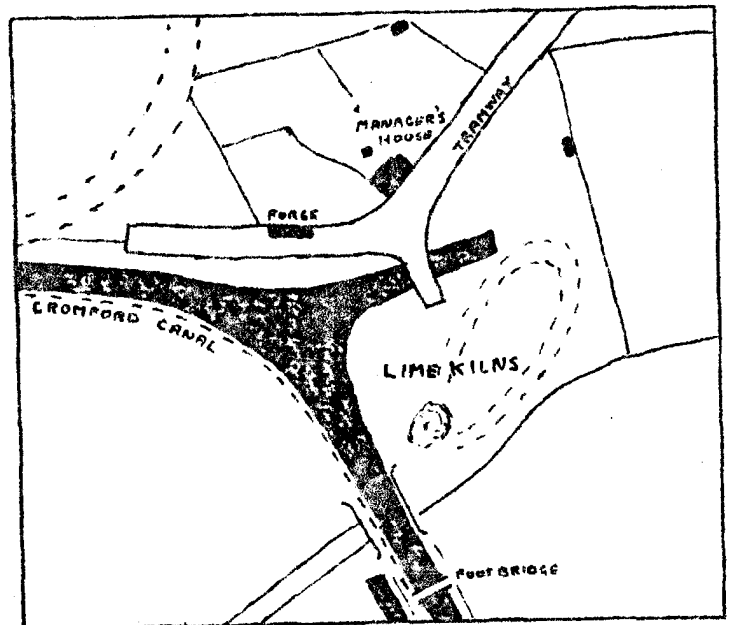




- 1 - Butterley Lime Kilns. 2 - Clay Cross Co. Lime Kilns.  
 3 - Old Boat Building Lock. 4 - Old Brewery and Malt House.  
 5 - Tramway Wharf on Canal. 6 - Corn Mill, water driven. (Site of)  
 7 - Gunpowder Magazine. 8 - Gas Works. (Site)

Enlarged detail of the  
 Butterley lime kilns  
 area.

From the Crich Tithe  
 Award Map 1843.



The Local History Section Programme 1965 - 1966

- Saturday 30th. October - Mr.R.C.Smith. "Tunbridge Ware"  
"Mapleton Church"
- Saturday 27th.November - Mrs.F.Nixon. "The connection between  
Peak District Geology  
and Industry"
- Saturday 29th. January - The Annual General Meeting of the  
Local History Section.  
The meeting will be followed by a  
varied programme of short contributions.  
Tea will be served.
- Saturday 5th. March - Subject to be announced.
- Saturday 2nd. April - Subject to be announced.

All the meetings will be held in the Adult Education Centre,  
Becket Street, Derby, at 3.0 p.m.

There is accomodation for one or two cars at the side and rear  
of the building, and a large multi-story car-park with an entrance from  
Colyear Street, nearby.

The Committee would be grateful for suggestions from members  
regarding suitable subjects for future meetings, both outdoor and  
indoor.