

"DERBYSHIRE MISCELLANY"

THE LOCAL HISTORY BULLETIN
OF THE
DERBYSHIRE ARCHAEOLOGICAL SOCIETY

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DERBYSHIRE MISCELLANY

Vol.IV No.4

Autumn 1968

Editorial

This number completes the fourth volume of the Miscellany, and once more Mr. R. A. H. O'Neal has promised to supply an index for the volume. We are most grateful to him for this service. The index sheets will be included in the Spring issue.

Mr. Robert Thornhill's interesting notes on the building of toll houses and turnpike roads during the first half of the nineteenth century are taken from documents which he has now deposited with the County Archivist.

For the first time we include notes about the contents of the Derbyshire Record Office. Mr. C. J. Williams has described the Daykeyne collection. He has now left Derbyshire but Miss Sinar has promised to let us have further material from time to time.

Miss Nellie Kirkham's contributions are always welcome. The article on lead mine songs deals with the Wensley-Winstar area. Her recently published book on Derbyshire Lead Mining is reviewed in this issue.

The life of "Old Henry" Wigley draws to a close, having given us an insight into life in the sixteenth century.

The anonymous poem strikes a lighter note than usual. There is no prize for identifying the archaeologist described in the poem.

The pictures illustrating the Bamford notes in the Spring Miscellany arrived too late to be mentioned at that time. We wish to thank Mr. Noel Smith for the photographs from which they were copied. Princess Victoria's picture appeared in the contemporary Illustrated London News. There is a small painting of the Strutt bridge in the possession of the Belper Historical Society.

NOTES ON SOME DERBYSHIRE TOLL HOUSES

AND TURNPIKE ROADS

by

Robert Thornhill

Among documents in the writer's possession is a small collection relating to roads in Derbyshire which includes information about the building of toll houses and bridges and the making of improvements to roads in various places. The documents are dated 1825-1842, the majority being of the period 1830-1840.

The most interesting perhaps are those dealing with the building of the toll house at Stoney Middleton, as this is still in existence although now used for quite a different purpose. It was built in 1840 to replace an earlier one and in addition to a specification covering the construction there is an estimate for the work and a signed contract for building as well as the trustees' approval of the finished building and their authority for making the final payment.

The information in some instances is rather brief, but even so these may be of interest to those acquainted with the locality. Details are included of returns from six toll bars on the Sheffield to Glossop turnpike road for the month of September 1845 and from two toll bars on the Chesterfield to Hernstone Lane Head turnpike road for April 1846.

The illustrations are by Mr. R. Hayhurst, who has kindly copied the small plans and sketches in a form suitable for reproduction, and has also checked the notes and extracts. All the documents dealt with are to be deposited in the County Record Office.

ASHFORD

In 1825 an improvement to be made on the road between Bakewell and Ashford was described in the specification as "making the proposed diversion of road near the Toll House at Ashford by lowering the hill north and south of the hollow and filling up Greenhill Hollow to the height of 4 feet".

Greenhill Hollow is at the junction of Crowhill Lane with A.6 and the Toll House was on high ground on the Ashford side of the hollow, both being in Bakewell parish. (No trace of this Toll House was found when the road was widened and straightened some thirty years ago.) From a stake by Mr. Barker's gate, near the Toll House, the hill was to be lowered for 77 yards in length southwardly, breast walls 4 feet high being built in the hollow to be filled. Work was to continue for a further 155 yards to the south and the other hill lowered.

The road leading to Over Haddon (now signposted to Monyash) was to be filled up to meet the other, and two soughs constructed under what is now A.6.

Instructions were given of the way in which the work should be carried out and a sketch was included showing how the breast walls were to be built.

At the end was the contract "We whose names are here under written do agree to execute the work at Greenhill Hollow agreeable to the above specification before the first day of April next for the sum of one hundred and fifteen pounds, as witness our hand the 28th day of Jany 1825".

Wm. Smith signed for himself and his partner.

BAKEWELL

On behalf of the Third District of Nottingham Road, Matthew Frost Junr. prepared an estimate in October 1834 "for making the proposed diversion of road from the corner of Mr. Atkinson's house to Peat Well, length 58 roods". The road was to be 40 feet wide, including a footpath, drains were to be cut on each side and were to be 6 feet wide at the top, 3 feet at the bottom and 4 feet deep.

The garden wall of Mr. Atkinson and Mr. Keymen's were to be taken down, moved and rebuilt in the line of the new diversion of road, and gates and stoops provided.

The estimated cost was £189 13s. Od. excluding land, details were on a separate sheet used for making calculations, and on the back of this is a rough sketch.

Forming 58 roods, 40 ft. wide at 4/- per rood	£11	12	0
Cutting ditches 116 roods at 2/- per rood	11	12	0
Getting, breaking, leading and spreading 1218 yards of stone broke to a gauge of 2½" at 1/6	91	7	0
Fencing with stakes, rails and quicks 109 roods at 10/-	54	10	0
Making footpath 58 roods	5	12	0
Removing and rebuilding Mr. Keymen and Mr. Atkinson's garden wall	7	10	0
Gates and stoops	7	10	0

A memorandum regarding road widening at Endcliff reads:

Bakewell 11 Month 20th 1834. Nottingham Turnpike Road.
Land belonging the Duke of Rutland near Endcliff taken to improve the road in 1833 - one rood value £25.

(signed) Will Gauntley Matt Frost Jr.

And another note:

Estimate for making a footpath from Bakewell Corn Mill to near Holme

Bridge, length 140 yards, to be 3 feet wide, to have Limestone Edge Stones and to be covered with Mineral Gravel. £10 3s. 4d.
(signed) Matthew Frost.

In February 1830 Matthew Frost Junr. made an Estimate for making an Improvement in the Road on the South side of Stocking Cote, leading into Bakewell, agreeable to the Stakes now fixed, £58 17 0

Land. Duke of Rutland 9 perches at £120

	per acre	6	15	0
Robert Birch Esq.	12 perches	9	0	0

£74 12 0

Land. Old Road, to be deducted, given to the

Duke of Rutland.	25 perches at £60	9	7	6
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£65 4 6

Estimate for widening the Road North from Stocking Cote agreeable to the stakes now fixed £51 2 0

Land. Duke of Rutland.	25 perches at £120	18	15	0
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£69 17 0

A detailed specification was prepared and the following extracts include the names of property owners involved.

"Specification for making the Improvement and widening the Road on the North side of Stocking Cote, by taking part of the Garden on the East side of the Road, and in front of Stocking Cote, also taking part of the field in the possession of Adam Scott, lying on the East side of the Road, passing across the Road and taking part of the field belonging to Robert Birch Esq. on the West side of the Road, then proceeding across the Boundary ditch of Bakewell and Holme Liberties, and over the land belonging to his Grace the Duke of Rutland...and to where it will communicate with the present Old Road being about - yards south of the Stile to the Road leading to Holme etc. To have Breast Walls made on the East and West sides of the Road from - yards on the south side of the Stile leading to Holme to where it will cross the Old Road, and filled up with soil, or rubbish within the fences so that it will be an incline plane of a fall of 4 Inch to 22 yards...A Culvert to be made of Brick across the Mean Road...so as to conduct the water from the open drain on the East Side of the Road, into the Garden belonging to Mr. Jn Barker, Burre House...A Sough to be made...from near to Mr. Birch field Gate on the north of Stocking Cote across the Road so as to communicate with the Drain to be made on the East side of the Road through Stocking Cote Gardens... Another Sough to be made of the same dimensions, from the hollow across the Road, where the Bank Walls are to be, from the East to West side thereof, at the hollow of the field in Adam Scott possession...Double Soughs to be made across the Roads, leading on both sides the triangular planting said to belong to Robt Arkwright Esq...The Culvert and Sough will conduct the

water into the triangular plantation, the drain through the said plantation to be cleansed, and made good to the satisfaction of the Surveyor, from there the Water will be conducted through one of the above mentioned Soughs into Mr. Birch field on the West side of the Road. A Drain to be cutt on the West side of the Wall, so as to communicate with the last mentioned Sough, to where it will intersect with the ditch or drain that is the boundary of Bakewell and Holme Liberties, the boundary ditch or drain to be cut and scoured clean to the river Wye.

Corn Mill. An estimate for filling up the hollow in the Turnpike Road near to Bakewell Corn Mill, to the height of 2 feet, from the said hollow Northwardly the height of filling gradually to diminish for the distance of 70 Yards, where it will terminate with the surface of the said Road. And from the said hollow Southwardly the height of filling gradually to diminish to the length of 24 yards, where it will terminate with the surface of the Road, opposite to Robt. Arkwright Esq. Weighing Machine. And the Road to be covered upon an average 10 yards wide and 1 foot deep with good Sound Lime Stone to a gauge of $2\frac{1}{4}$ inch - for the sum of £15 3 0
A Sough to be Cutt out and well walled 17 0

£16 0 0

Filling up the Highway leading to Mr. Holmes house
in the possession of Mr. Book

2 10 0

£18 10 0

Independant Chapel. Matlock Road. 1 Apr 1839. Copy Order.

Mr. Hodgson on behalf of the Trustees of the Independant Chapel having offered to give up the land for widening the road in front of the Chapel in consideration of the Trustees of this road making the wall with Iron railing thereon, between the Chapel and the Turnpike, and also the wall in the give and take line betwixt the Duke of Rutland and the Trustees of the Chapel as pointed out in a plan in possession of the Surveyor^r produced at the meeting.

Ordered that the Surveyor proceed to make the walls and widen the Turnpike Road accordingly continue the foot path along the new line of wall when built of the same description of footpath as the one laid in front of H. Boams House.

This was written by Mr. J. Barker, Clerk to the Trustees, who lived at Burre House, Bakewell. The chapel, on Buxton Road, Bakewell, was acquired during recent years by the Roman Catholic Church and the iron railings on the wall have been removed, the plan shows how the wall was to be set back also the small exchanges of property. There are notes explaining the alterations.

April 29 1839. An Estimate of work to be done in front and at the end of

the Independent Chappel, Bakewell.

to 290 feet of hewing stone at 1s per foot	£14	10	0
to 7 roods of walling and finding mortar at 12s	4	4	0
to 22 yards 2 feet in length at 1s 2d.	1	6	0
Putting up 2 pillers		5	0
Pulling down and removing wall		5	0
	<hr/>		
	£20	10	0

W. Cusworth & J. Yates

Dry Bridge. In 1833 arrangements were made for building a new Dry Bridge and altering the road near Bakewell Mill, the mill referred to was Arkwright's Cotton Mill (now Electric Battery Works). The existence of the bridge may be unknown to many who pass along the road. It is at the bottom of the rise on the way to Ashford in the Water, and enabled cattle to reach the river for water. Until the land on the south side of the road was levelled some years ago a portion of the former road could be seen, also an earlier "dry bridge" which during the 1939-45 war was used as an air raid shelter. There is a similar bridge on the Buxton Road by Demon's Dale (Dimins Dale on the ordnance map).

"Specification for making the Improvement at the Dry Bridge, by building a Bridge for Cattle to go under, building Breast Walls, and filling up the Hollow by cutting down the Hill in a northwardly direction, through the old stone quarry and the field belonging to Joseph Wilson in the line of the proposed road to where it will form a junction with the present Road, so that from the said junction proceeding southwardly the road will be one inclined plane to where it will form another Junction with the present Road on the south side of the present Dry Bridge...The Bridge to be made of the same dimensions as the old Dry Bridge, except the length or carriage Road over it which is to be ten yards, being the width of the Road..."

When the bridge had been built, the breast walls, soughs and guard walls made, and the carriage road and foot path formed, it was to be covered to a depth of 8 inches with good limestone broken to a gauge of three inches, but only to a width of 7 yards. This stone was to be laid two feet from the west fence and two feet from the west side of the footpath then the full width of the road, 26 feet, was to be covered with 6 inches of stone broken to a gauge of two inches.

The whole of the work was to be completed by the first day of January 1834 and

"I Saml Stone do agree to execute the different kind of work, and complete the improvement agreeable to the plan and Specification for the sum of Two hundred & twenty eight pound and eighteen shillings: - The Trustees to pay Tunnage for priviledge of getting Stone for the Breast Wall and Guard Walls. As Witness my hand this thirtieth day of August 1833.

Witness Matthew Frost Jr.

(signed) Samuel Stone

The surveyor had estimated the cost at £214 19 10d. but if the bridge was of the same dimensions as the old Dry Bridge the cost would be £178 10 4d.

On the back of the specification is a sketch showing a cross section of the road with a footpath one foot six inches higher than the carriage way, and an inclined breast wall four feet thick.

BASLOW

In 1826 arrangements were made for "widening a bridge known by the name of the Wheat Sheaf Inn Bridge in Baslow, over the River Barbrook, on the north side of the Old Bridge". The specification stated that the foundations for the abutments and two piers were to be got out to a depth of five feet below the bed of the river, but if the ground at that depth was "improper to build upon", then it must be got out till a proper foundation was reached and the additional work would be paid for.

There was no cement in 1826 - mortar was used for the bridge and it was to be composed of good lime from the nearest Kilns and good clean sand free from earthy particles, two parts sand and one of lime well tempered with as little water as possible.

The specification was hand-written and at the end was added the contract:

"We whose names are here underwritten do agree to widen the Bridge over Barbrook near the Wheat Sheaf Inn and to unite the different kinds of work agreeable to the specification, and to complete the same on or before the 4th day of August next 1826, for the sum of ninety eight pounds, as witness our hands this 19th day of June 1826."
(signed) John Corteill James Critchlow

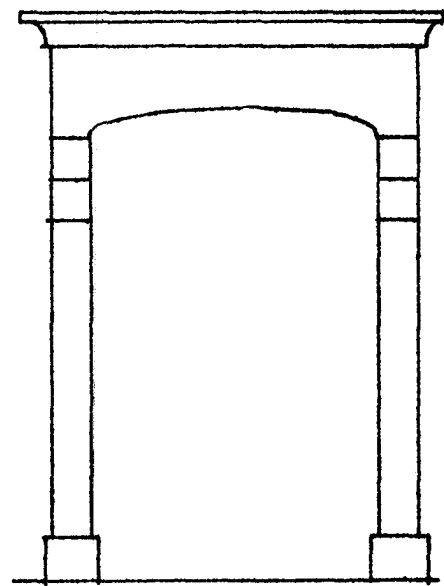
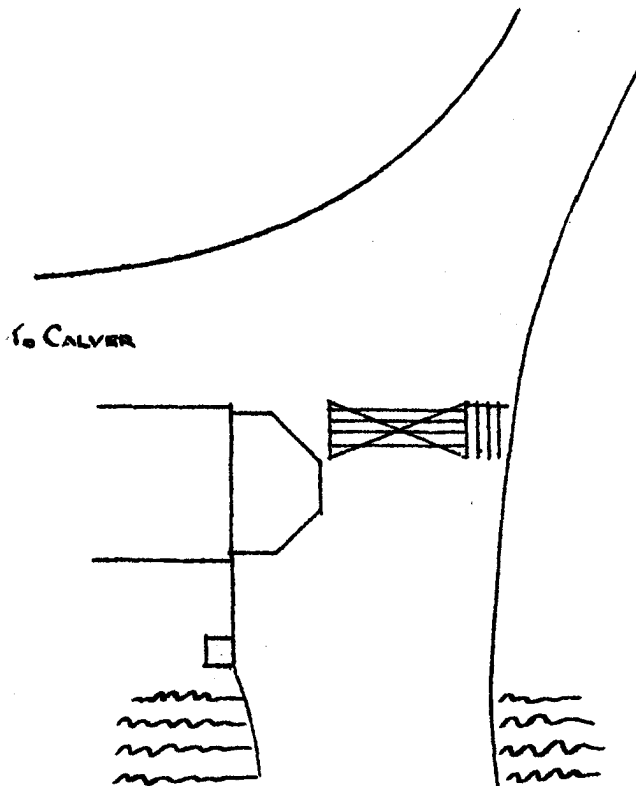
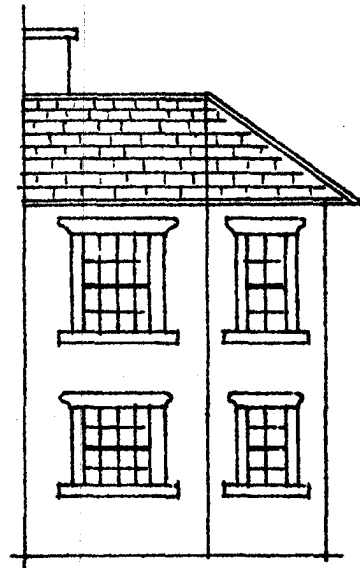
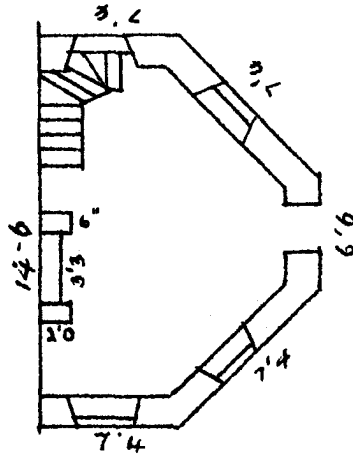
During the same year two new bridges were to be built to a specification covering the "sundry works of a Bridge intended to be built at Heathy Ley near Baslow in the County of Derby", and another at Humberley Brook which was to be the same as the Heathy Ley one in every respect except the pillars.

Instructions covering four foolscap sheets give dimensions of stone to be used and method of construction including "a puddle of clay or soil about four inches thick to be well tempered and trodden down upon the arch" to prevent water draining through.

J. Fletcher and John Halksworth agreed to build the two bridges for £256 and complete the work on or before July 8th 1826, they signed the contract on May 12th 1826 and their signatures were witnessed by Matthew Frost Junr.

Heathy Lee (not Ley) was mentioned again in 1830 when the Hernstone Lane Head Trustees, at a meeting at the Angel Inn, Chesterfield, considered an application made by Mrs. Gardom respecting her fence at a close called Rough

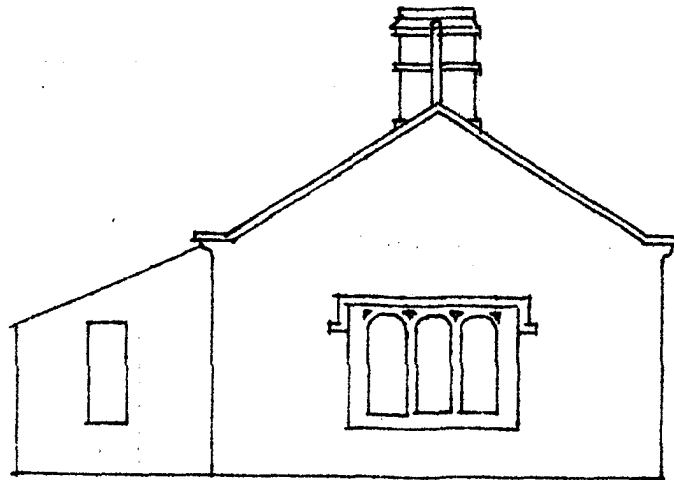
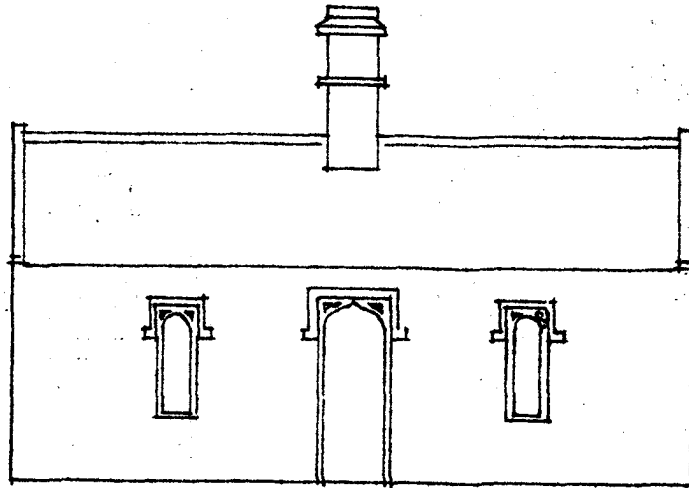
SKETCH OF THE INTENDED TOLLHOUSE AT BASLOW



Fire place

ROBIN HOOD TOLL HOUSE

(NO INFORMATION APART FROM SKETCH
WITH CAPTION).



Close at Heathy Lee near Baslow. The surveyor was ordered to make it "sufficient and complete" and the expense was to be shared between the Duke of Devonshire and the trustees.

A draft specification, undated but no doubt of the same period as the above, deals with an improvement to the road near Baslow Corn Mill, the road was to be widened to 10 yards - 26 feet for a carriage way and 4 feet for a footpath. From the commencement of the improvement at the north end to as far as the Drying Kiln, the road was to have a regular width of 30 feet and "the cutting to be taken down to fill the Hollow", the filling of the hollow being 2 feet 6 inches.

There was a proposal for building a new Toll House at the end Benjm Ashton's public house by the ancient bridge over the Derwent at Baslow. Joseph Fletcher prepared a specification and in addition to a plan and elevation there are small sketches showing details of a window, fireplace and door-case whilst on the back is a rough sketch indicating the site of the house and gate.

The building, in the form of five sides of an octagon, was to be built against the end of the public house and the foundations were to be cut to the same depth as that building. All the wall stone was to be had free, except the team work, from the Old Lead Mill near Baslow, known by the name of Gardom Edge Cupola. The specification which is undated, and evidently a draft, ends with "The Key to be delivered to the Surveyor when finished" but, there is some doubt as to whether this Toll House was ever built.

A plan of Robin Hood Toll House is fully dimensioned and shows front and end elevations also details of the ornamentation round the windows and door, but unfortunately there is no further information about it.

BIRCHILL LODGE

Samuel Stone who built the Dry Bridge at Bakewell certainly intended carrying out work at the above, the nature of the work is not disclosed but his intention was clear as his tender read:

"May 25th 1835. Samuel Stones value upon the work at Birchill Lodge £55. I hope the above sum will meet with your estimate, if not we mean to leave it to yourself as I propose to do the work.

Samuel Stone)
George Carson) Elton "

Are there any such craftsmen now?

BRAMPTON

Overweight vehicles on the roads were a source of concern in 1838, and following a meeting of the trustees of the Hernstone Lane Head Turnpike Road,

held at the Angel Inn, Chesterfield, their clerk Thos Manders, Attorney, of Bakewell sent an extract from the Trustees Order Book to the surveyor, Mr. Frost of Calver, as follows:-

Whereas a Weighing Machine or Engine for Weighing Carriages is now erected and standing upon a part of the road opposite the office of Messrs. Oldfield & Co. within the township of Brampton and the trustees at this meeting are of opinion that the using of such Weighing Machine or Engine by the trustees of this road would be very useful and necessary in weighing carts and other carriages travelling on this road that may carry overweight. And the owners of such Weighing Machine Messrs. Oldfield & Co. are consenting and willing that the said Weighing Engine shall be so used the trustees paying a man for his trouble of superintending and weighing the carriages on the road that may require so weighing and the trustees receiving the tolls due upon all overweight.

Ordered. That all and every Carriage or Carriages which shall pass loaded on this Road shall be weighed together with the loading thereof at the said Weighing Machine.

And we do also authorize and empower Mr. Matthew Frost, Collector of the Tolls, for such overweight at the said Weighing Machine to receive and take over and above the tolls granted by the several acts for making and repairing the road all such tolls and duties for overweight as are mentioned and made payable in and by the General Turnpike Acts and subject to such allowances for extra weight in particular cases as are now granted by the trustee's orders and are now acted upon.

The previous year (1837) there had been another communication concerning Brampton with extract from the Order Book:

The surveyor is directed to apply to Messrs. Bunting respecting the Causeway made by them across the road in the Township of Brampton and to inform them that the trustees expect the same to be removed forthwith as it is an obstruction and impediment to the travelling on the road.

BUTTERLY

William Jessop of Butterly wrote in 1827 "I send you a sketch of the section of a wall against a bank of earth agreeing with the dimensions you gave me...". The sketch shows a cross section of a canal six feet deep with a supporting wall on one side 16 feet high and the letter gives advise regarding the way in which the wall should be built. There are no papers about a canal but support walls were required for some roads and these were evidently based on the Butterly design.

CALVER

"Estimate for making the Improvements from Calver Bridge to the top of

the Hill above the Toll Bar" stated the note on the back but inside were details of a proposed new diversion of road from Calver Bridge through part of a garden in the occupation of Thomas Mossley's widow and over two fields, one in the occupation of Horatio Mason Esq. and the other in the occupation of Mrs. Mary Furniss to form a junction with the present road near a gate leading into the field in the occupation of Mrs. Mary Furniss on the west side of Calver Toll Bar.

Cutting and forming 4033 yards at $3\frac{1}{2}$ per yard	£58	18	0
Walling 44 roods at 10/- per rood	22	0	0
Do: 44 do: at 8/- do:	17	12	0
Covering the road with Grit stone 44 roods at 18/-	39	12	0
Do: with Limestone 44 at 10/-	22	0	0
Sough	5	0	0
	<hr/>		
	£165	2	0

There are two further copies of the estimate, but unfortunately none is dated.

CHESTERFIELD

In 1826 the Hernstone Lane Head Turnpike Road was to be altered near the Gas Works at Chesterfield, the new diversion in this case covered the making of a new branch road from the Brick Houses, through the lands of Isaac Wilkingson Esq. and the Duke of Devonshire to the junction of the Turnpike Road and Potters Lane End near the Gas Works. The summit of the hill was to be lowered 4 feet and the road widened from the Brick Houses to near the land of E. Maynard Esq. by removing the fence on the south west side of the road into the fields belonging to Misses Storr and Hardwick. Reference is made to the Rodney Public House and filling in the hollow on both sides of the culvert at the head of Forge Dam.

Thomas Winterbotham and John Hambleton undertook to carry out the work at £2 2s. 6d. per rood of 7 yards and complete by February 15th 1827, the contract was signed on November 16th 1826.

CROMFORD AND BELPER TURNPIKE ROAD

Five contrasting documents relate to this road, two are undated but will no doubt be of about the same period as the others - 1836-8.

No date. An estimate or account of team work done in value upon the Cromford and Belper road.

Cromford	7 teams	at 8/4	£2	18	4
	18 one horse carts	at 4/-	3	12	0
Alderwasley	30 teams	at 8/4	12	10	0
	7 two horse carts	at 6/6	2	5	6

Heage	27 teams	at 8/4	£11	5	0
	8 two horse carts	at 6/6	2	12	0
	14 one horse carts	at 4/-	2	16	0
Crich	25 teams	at 8/4	10	8	4
	9 two horse carts	at 6/6	2	18	6
	24 one horse carts	at 4/-	4	16	0
Belper	56 teams	at 8/4	23	6	8
	6 two horse carts	at 6/6	1	19	0
	34 one horse carts	at 4/-	6	16	0
			<hr/>		
			£38	3	4

No date. Copy of instructions to printers re inviting tenders for carting stone and cinders for road repairs between Cromford and Belper.

Cromford Belper Turnpike Road
To Stone Carriers

To be let by Ticket in Lots at the house of Mr. William Burley, the Bulls Head Inn at Hotstandale Bridge. The carriage of Stone & Cinders for the repairs of the Turnpike Road between Cromford and Belper.

- Lot 1. The carriage of what stone may be wanted to repair that part of the above road lying between Cromford and Rail Road Bridge. The stone for this lot to be conveyed from Cromford Quarry.
- Lot 2. Carriage of what stone may be wanted to repair that part of the same road lying between the Rail Road Bridge and Hotstandale Bridge, the stone for this lot to be carried from the Rail Road Wharf at the canal.
- Lot 3. The carriage of what stone may be wanted to repair that part of the road that lies between Hotstandale Bridge and the road leading to Messrs. Mold & Co. forge. The stone for this lot to be conveyed from different Wharfs, upon the canal, near the line of the road.
- Lot 4. The carriage of what stone may be wanted to repair that part of the road that lies between the road leading to Messrs. Mold & Co. works, to a house on the east side of the turnpike road. The stone for this lot to be conveyed from Hay's Wharf (Haartshay?).
- Lot 5. The carriage of what cinders may be wanted to repair that part of the road that lies between the said house and the junction of the road with the Duffield and Chesterfield Turnpike Road in the town of Belper. The cinders for this lot to be conveyed from Messrs. Mold & Co. ironworks at Morley Park.

1836. Letter to Mr. Matthew Frost, Wirksworth giving extract from Trustees Order Book. "That John Goodall shall pay one shilling for every 20 tons of stone carried from his quarry to the Birchwood Wharf for the damage

done to the road by such carriage in case he shall use carriages with broad wheels. This order is made in compliance with the personal application of John Goodall at this meeting, and it is further ordered that our surveyor may agree with Mr. Samuel Sims or any other person for the carriage of stone to Birchwood Wharf from the quarries on the same terms."

1838. Letter to Mr. Frost, Calver near Bakewell with preamble almost double the length of the order.

At a Meeting of the Trustees under an Act passed in the 57th year of the reign of His Majesty King George the third "For making and maintaining a Turnpike Road from the Town of Cromford to the Town of Belper and for making a Branch of Road from and out of the said Road near the River Amber to join the Turnpike Road at Bull Bridge all in the County of Derby" held at the Red Lion Inn in Belper on Monday the 20th day of August 1838 pursuant to public notice and advertisement in the Derby and Chesterfield papers and also upon Toll Gates for the purpose of letting the Tolls on the said Road.

Trustees present Francis Hurt Esq. M.P. In the Chair
 Anthony R. Strutt Esq.
 John Strutt Esq.

Ordered. That the Surveyor be directed to give notice to the contractors of the Rail Road Works that they will not be permitted to make any obstructions on the Road and that in case the existing obstructions are not forthwith removed the Surveyor do take such steps as may be necessary for putting the road into such a state as he may approve of.

Fras Hurt. Chairman.

1838. An Estimate of the Expence of Maintaining the Cromford and Belper Turnpike Trust in the County of Derby, between the 1st day of January 1838 and the 31st day of December 1838. As produced at a meeting of the trustees held at the Greyhound Inn in Cromford.

Manual Labour	£240	0	0
Team Labour and carriage	150	0	0
Materials delivered on the Road	85	0	0
Salaries	50	0	0
Interest on Debt	606	19	3
Bills, law charges etc.	43	10	0

£1175 19 3

Length of the Trust. Main Road 8 miles. Branch Road 1 mile.
Material used. 1660 yards of limestone and cinders which cost for
 getting and breaking 2/- per yard.
Damage done in obtaining materials at 2d per yard.

DARLEY

Of a small collection of papers dealing with an improvement at Darley on the Third District Nottingham Turnpike Road, only two are dated but they all appear to relate to the same work carried out in 1831.

A draft specification deals with making a proposed diversion of the road from near Stancliff Firs and another with building a bridge across the brook in the line of the proposed diversion, whilst an estimate prepared by the surveyor gives information as to the route and the owners of the land which would be required.

From near Stonecliff (not Stancliff) Firs the road was to pass over the estates of William Melland, R. Newton Shaw, A. H. Heathcote, Bower Potter and Charles Clerk Esquires and to communicate with the present old road near Peter Walthall Esq. residence in Darley.

The road to be formed 10 yards wide, to have breast sustaining and guard walls where necessary, a bridge to be built over the brook, a culvert over the goit, to have a bed of gritstone broke to a gauge of 3 inches 8 inches deep and 6 yards wide. To have a layer of gritstone broke to a gauge of $2\frac{1}{4}$ inches, 6 inches deep and 7 yards wide, and to have soughs where necessary

	£910	18	3
Bridge	40	0	0
	950	18	3

280 Roods.	Covering with Lime Stone		
	$7\frac{1}{2}$ yards wide 4 inches deep		
	broke to gauge of 2 inches	£245	0 0
		1195	18 3

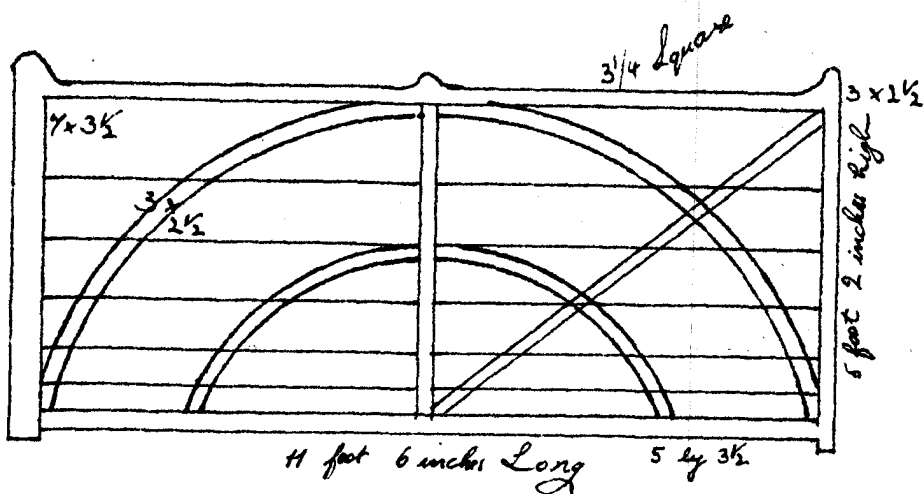
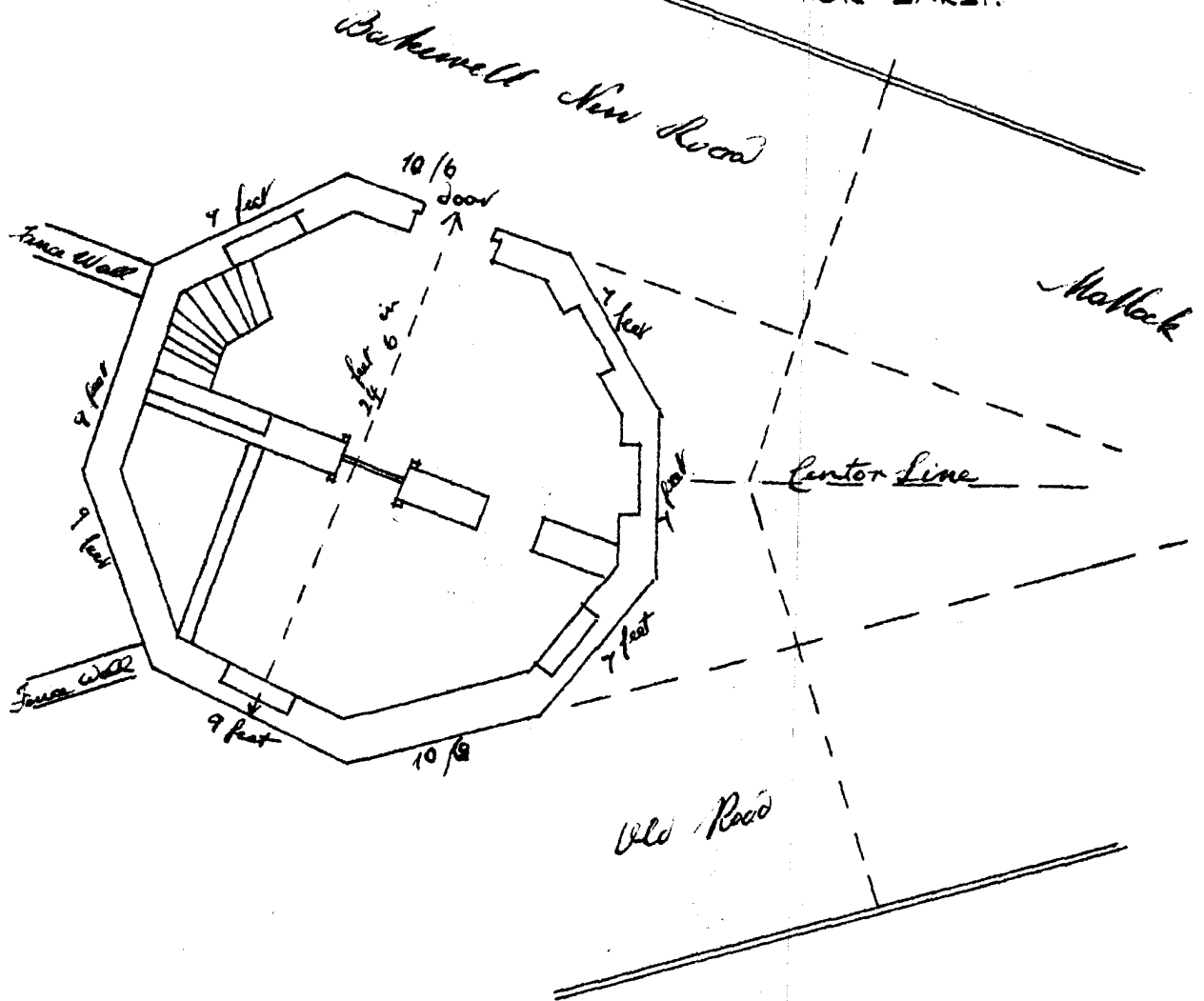
Land	A	R	P
W. Melland Esq.			34
R. Newton Shaw Esq.			35
A. H. Heathcote Esq.	1	0	0
Bower Potter Esq.	2	3	11
Charles Clerk Esq.			34

On behalf of the 3rd District Nottingham Turnpike Road, Mr. Gauntley measured the land taken to make the Darley improvement which was $\frac{1}{4}$ acre less than the estimate, he also arranged compensation for damage done by carting over meadow and pasture land. In one pasture where some stone had been got a small area of $\frac{3}{4}$ acre was walled round as it was only fit for planting.

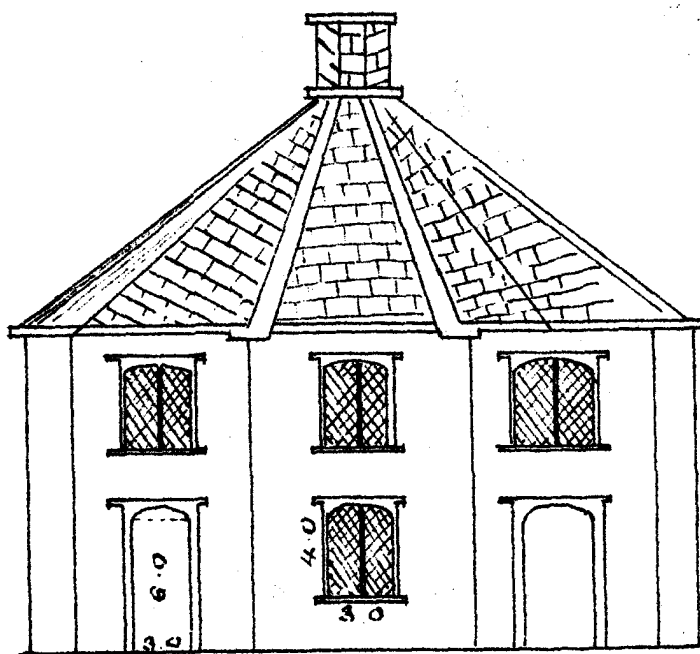
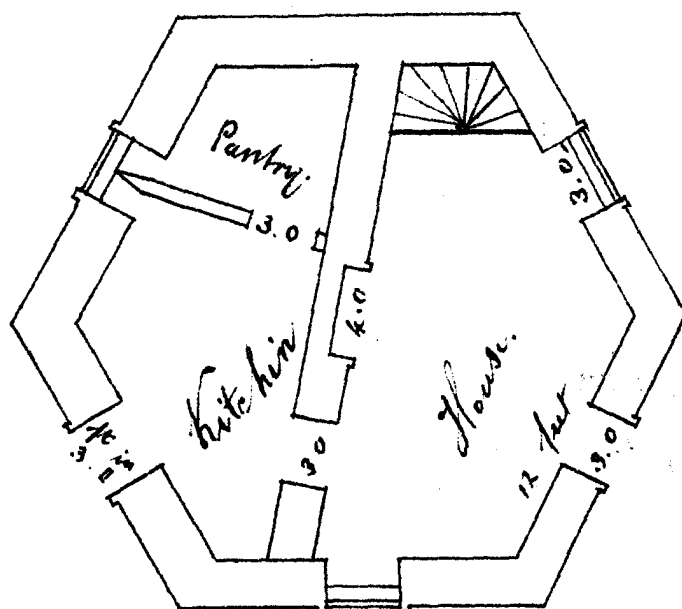
Another estimate, probably an earlier one, refers to red, blue and yellow lines on a plan and gives prices for three alternative schemes with lengths of 2151, 2135 and 2134 yards.

The work was let in three lots and there are two copies of agreements

" A PROPOSED PLAN OF A
TOLL HOUSE
FOR DARLY."



PLAN FOR A PROPOSED TOLL HOUSE AT STONEY MIDDLETON



with men to carry out work on the Darley Improvement, the agreements were all signed on the 19th January 1831 and the work was to be completed on or before the 15th April next. The names of the men and the prices agreed were:-

Lot 1	Samuel Wragg, Jos Wragg, William Nail
2	Saml Nail
3	Francis Staley, George Carson

Cutting & Forming	Lot 1	3½d per yard.	Lot 2	8s per rood.	Lot 3	7d per yd.
Large drains		8½ " "		8d " yard		1s " "
Small drains		4 " "		3½ " "		6d " "
Breast walls		1/4 " "		1/3 " "		1/4 " "
Stoning the road		9s " rood		8s " rood		10/11 " rd.

Copies of two orders were issued in 1839 by J. Barker, Clerk to the Trustees, one headed Matlock Road and the other, sent from Burre House, (Bakewell) to Mr. Frost, surveyor, Nottingham & Newhaven or 3 District Turnpike Road.

Apr.5. Ordered that the surveyor pay Josh Evans of Darley, miller, £1 15 Od. as compensation for diverting the water from his mill during the time the Darley road improvement was in progress.

Apr.6. The Surveyor of Highways of the nether part of Darley having delivered a bill for £5 3s 2d. for making the footways, Mr. Frost, surveyor, was directed to inspect the same and pay towards the making such sum as he may think proper.

Darley Toll House

In 1831 a specification was issued "for the building of a Toll House at the east end of the New Diversion of Road now making in Darley". The outside walls were to be of stone the same dimensions and scapeled the same as the new school at Darley, and the house was to have 12 windows, four two light ones and the remainder single light. There were to be two fireplaces, one in the "house" with boiler, oven and range, the other in the "front chamber" was to have a small range and both were to be provided at the expense of the trustees who were also to supply the cast iron window frames. On a plan of the building some stairs have been indicated and the specification includes "11 or 12 steps of stairs 2 ft 8 in long to be out of inch deal".

Joseph Watts agreed with Matthew Frost surveyor of the Third District of Nottingham to build the Toll House for the sum of one hundred and ten pounds and complete the work on or before the 8th September 1831. His signature was given on the 8th July which allowed exactly two months for doing the work.

A week previously Watts had submitted his "Tender for Geting Mathearels and Bulding A Tool Barr House for Darley Dale According to Plan and

specifacion for the Sum of One Hundred and Ten Pounds. £110 0 0."

A rather unusual feature in this case is that specifications were made by two craftsmen, William Doxey, Mason, who dealt with the stone work, and John Wildgoose who dealt with the woodwork in considerable detail. The floor beam was to be 10 in by 7 in and he allowed for 12 steps of stairs, both men referred to a New Tool Bar House to be built in Darley Dale.

The construction evidently proved satisfactory as the design was partly copied two years later when a new toll house was put up at Matlock and the same builder was employed.

EDENSOR

A draft specification deals with "The proposed line of road from the top of Bowring Bank to Edensor Inn" refers to the old highway leading from Pilsley to Edensor and a new branch road now made leading to Baslow. Another copy refers to the road from Bowring Bank Plantation to Edensor Inn and the excavation in the deep cutting, there is no reference to Pilsley or Baslow and both copies are undated.

EYAM

Improvements to the road at the top of Eyam Dale had been under consideration and in January 1838 an extract from the Minute Book of the Trustees of the Hernstone Road stated:-

The Trustees at this meeting recommended to the trustees at the next meeting that the improvement at the top of Eyam Dale should be made as soon after their annual meeting as it shall appear that the finances of the road will admit of the same being done, and Mr. Frost, the surveyor, is directed to make an estimate of the expense for completing the same and to present it to the trustees at the next meeting.

This meeting was to be held at the Angel Inn, Chesterfield in March and whilst there is no estimate there is a specification which was probably presented then, and which covered "making the proposed diversion of road at the top of Eyam Dale through the lands of Thomas Hinch of Stoney Middleton and Ecclesfield Smith Esq. of Scotland".

"The new diversion of road to branch from the present old road on the north side thereof, over two fields belonging to Thomas Hinch then over a field belonging to Ecclesfield Smith Esq., crossing the highway leading from the said old road to Foolow, then proceeding over another field belonging to Thomas Hinch until it joins the present old road near the stone quarry allotted by the Commissioners of the Eyam Inclosure for the use of the Highways".

The next information is a report of a committee meeting held in April

1838, present were M. M. Middleton (Chairman), John Barker, Rev. E. B. Bagshaw and Peter Wright. The statement signed by the chairman read:-

The surveyor of the road having reported to this meeting the exorbitant demand made by Mr. Thomas Hinch for the land that will be necessary to take of his for the improvement which has prevented the order of the trustees made at their meeting being carried into execution.

Ordered - That the surveyor treat with Mr. Thomas Hinch for the land necessary to be taken of his at a price not exceeding after the rate of £60 per acre and should the surveyor not be able to make such agreement, that he make him a tender for the quantity of land necessary for making such improvement and after the rate of £60 per acre and should Thomas Hinch refuse accepting the said tender, then and in that case the surveyor to make application to Mr. Mander the clerk to the trustees in order that such steps may be taken to call a jury to value the land mentioned as the act of parliament directs.

FRYDAN DALE

Friden, to use the modern spelling, lies between Youlgreave and Newhaven and the dale is on the Youlgreave side of the brick works. An improvement was to be made here by filling up the hollow to the height of 9 feet and at the same time straightening the road a little. Lengths and gradients at each side of the hollow together with details of guard walls and sough are given in the specification and at the end appears:-

The contractor to be paid every month two thirds of the value of the work done valued by the surveyor.

I Samuel Dakin & Jno Taylor do agree to execute the work agreeable to the above specification for the sum of ninety eight pounds. As witness our hands the twenty first day of May 1830. And to complete the same on or before the first day of Decr next.

(signed) John Taylor
Samuel Dakin

The contract price was much lower than an estimate prepared the previous day by the surveyor and which allowed for workmen receiving 12s per week.

Estimate for the Fridan Dale Improvement.

To complete the whole work agreeable to the specification

4 feet high at C the workmen to get 12s per week

£138 9 6

Extra allowance if to be filled 9 feet at C

40 0 4

£178 9 10

Mattw Frost Junr May 20th 1830

"An Eye Sketch of Frydan Dale" shows the section of road to be dealt

with whilst another drawing shows a cross section of the hollow also of the road and wall, there is in addition a preliminary drawing of the latter.

There is a complete record in this case of what must have been a useful improvement to the road.

FLAT PASTURES

1828. Hernstone Lane Head Road. A specification was issued for making a New Branch Road from near Michl Wilson's house proceeding in a southwardly direction over the Flat Pasture, and a field in the occupation of Barbara Pursglove to where it will form a junction with the present road. Reference is made to numbers on a plan but this is missing and there is no information as to the location of Flat Pastures.

George White undertook to carry out the work at 15s per rood and complete within two months but his signature was then heavily cancelled so evidently he did not do the work.

GISBORNE RAIL ROAD

1831. "An Eye Sketch" of the land near Widow Pott's homestead shows the proposed Rail Road from Victoria Lime Kilns and quarry, belonging to Sir William Bagshaw, crossing the Buxton to Chapel in le Frith road. The sketch also shows the Peak Forest Canal Company Rail Road and an area belonging to the Earl of Newburgh which was leased to the Peak Forest Canal Co.

HERNSTONE LANE HEAD TURNPIKE ROAD

1813. Iron Stone. The cartage of iron stone on the turnpike road was under consideration in 1813 and 1836 as on the latter date Mr. Manders sent Mr. Frost an extract from the Order Book dated September 1813 as follows:-

The committee who were requested to consider the tolls now paid on carriages loaden with Iron Stone having reported to this meeting their investigation of the same Ordered that all Iron Stone that is now getting in lands belonging to Clement Kinnersley Esq. and which shall be carried on any part of these roads do pay one penny per ton as a toll for carrying the same on these roads and also that all Iron Stone that is now getting in lands belonging to Sir George Sitwell and others being carried on these roads for a greater distance and which shall be carried on any part of these roads do pay one penny half penny per ton as a toll for carrying the same on these roads to commence from the 29th day of September inst and if such tolls are not paid to the treasurer of this road the trustees recommend chains to be set up on the road and such tolls as the Act enables them to take be demanded and taken at such chain or chains for all carriages laden with Iron Stone.

An account for grit stone for the Hernstone Road and payments to William Watts and Thos. Davenport cover the following supplies:

1828	Jan - Dec	471 $\frac{1}{4}$	yards at 7d.
1829	Feb - Mar	239 $\frac{3}{4}$	" " 7d.
also	George Newbould		
1829	Sept - Dec	574 $\frac{1}{2}$	" " 7d.

An estimate of the Expencc of Maintaining the Hernstone lane head Turnpike Trust in the County of Derby, between the 1st day of January 1838 and the 31st of December 1838.

Manual Labour	£480
Team Labour and carriage	725
Materials delivered on the Road, exclusive of carriage	650
Land purchased	-
Damage done in obtaining Materials	12
Tradesmens Bills	70
Salaries	130
Interest of Debt	600.18.6
Watering the Roads	-
Lighting etc.	-
Incidental Expences	20

£2687.18.6

Date of the Existing Acts of Parliament - 32 Geo 2. 19 Geo 3
41 Geo 3. 52 Geo 3

Length of the Trust - Miles rods perch

58	2	27	viz	M	R	P
			Main Road	19	3	10
			Branches	38	7	17
				58	2	27

The total quantity of materials used upon this trust annually is about 7000 yards, 6000 of which is Limestone, 300 Ganister, 600 Cinders and the remaining 100 Gritstone. The limestone costs for getting and breaking 1/10 per yard, the Ganister 2/11, the Cinders 1/8 and the Gritstone 1/7. There is paid for damage done in obtaining materials for about 1200 yards of limestone at 2d per yard, and 300 yards of Ganister at 1d per yard, the remainder of the materials is got at public quarries where no damage is paid.

HIGH TOR

Following a "Matlock Road" meeting in October 1838 J. Barker, clerk to the trustees, sent Mr. Frost, surveyor, a copy of an order of the trustees for him to prepare an estimate for widening the road from the quarry near High Tor to Matlock Bath, the road was to be made 10 yards wide within the

fences, the whole length was 78 roods and at an estimated figure of 20/6 per rood would cost £79 19 Od. plus £30 for land.

At a meeting of the trustees in January 1839 it was reported that Mr. Blake had consented to give the land and the surveyor was ordered to proceed with the improvement having first obtained the consent of the Dukes of Devonshire and Rutland and Richard Arkwright Esq.

This was evidently a continuation of work already done "opposite the High Tor" and covered by:-

A Memorandum - made between Matthew Frost Junr for and on behalf of the Trustees of the 3rd district of Nottingham Turnpike Road, and James Jackson. Whereas James Jackson has agreed to widen the Road opposite the High Tor, for 40 Roods in length, so that in the narrowest place in the Road be 10 yards wide, by removing the fence nearer the River. A firm and substantial Breast Wall to be made with a suitable firm foundation to be first approved by the Surveyor. A Guard Wall to be made on the Breast Wall to the height of 4 ft 6 inches above the surface of the Road, to have coping set upright in Lime and well pointed, the Road to be covered with good and sound limestone broke to a Gauge of 2 inches to within 12 inches of the Wall - and for which when done the said Matthew Frost agrees to pay the said James Jackson the sum of One pound for each and every Rood of 7 yards in length, which may be completed to his satisfaction. - as Witness our hands this 1st day of Sept. 1828.

(signed)

Mattw Frost Junr
James Jackson

Witness William Frost.

KNOUCHLEY HILL

A diversion, or improvement was to be made in 1829 at Knouchley Hill by branching from the turnpike road leading from Calver Kilns to Stoke Brook Bridge and crossing a field in the occupation of Samuel Wild, and the bottom of another called The Meadow in the occupation of Rich Frogatt. Stoke Brook was then to be crossed into lands belonging to The Hon Jn Simpson and occupied by Mr. Tomlin, to the Old Turnpike Road, and beyond that to more lands belonging to the same owner and occupier, the last field of which was called Little Knouchley, at the north west corner of which to communicate with the Old Road.

The Specification includes a cross section view of the road and four foot thick breast wall at one side.

James Jackson undertook to carry out the work for the sum of one pound five shillings per rood of seven yards in length and complete on or before the 13th March 1830. He signed the contract on the 13th November 1829.

MATLOCK

Details are available regarding two Toll Houses in Matlock, the first is a specification with contract signed in 1833, for pulling down and removing the materials of the Old Toll House at Holt Lane, and building of a new Toll House between the house occupied by - Collingwood Esq. and the house belonging to Mr. Chinnery in Matlock, "the foundation to be cut so as to be 6 inches below the surface of the Road, the end next the road to be fixed where the Surveyor appoints, which will regulate the rest part of the building".

The walls were to be made similar to the old Toll House except the half Hexagon and which was to be made similar to the Darley Dale new Toll House except the windows. Materials from the old house were to be used as far as possible for the new one, there were to be two fireplaces, one in the house and the other in the front chamber, that in the house to have a boiler, oven, and range, and that in the chamber a small range "to be provided at the expense of the Trustees they having the old range etc. that are now in the old House. The floor in all the bottom rooms to be good sound stone faced and well squared and laid on broken stone so that there will be a step of 7 inches into the House from the surface of the Road. The chimney to be similar to that at Darley Toll house".

Roof timber, Chamber floor and stairs from the Old House were to be made use of if good and sound and "what new wood is wanted to be of the same scantlings as that of the new Toll House at Darley".

For the second Toll House to be taken down and rebuilt at Matlock there are two undated copies of the specification but no tender or contract indicating that the work was carried out, they are in the same handwriting as the above and cover "Pulling down removing and rebuilding the Toll House near to the Boat House Inn, upon a place appointed by Peter Walthall Esq... the House place Kitchen and Pantry to be the same dimensions as the Old house with the exception of the projecting door and windows. The foundation of the House and floor to be sunk eight inches below the surface of the Turnpike Road and the floor of the House Kitchen and Pantry to be six inches above the surface of the said road.

The outside wall to be similar to the present old Toll house only the Corner stones Window and Door Jambs, Sills etc. to be worked and tooled the same as Hackney lane Toll house and to project 2 inches from the Wall in order to receive the rough casting with Gravel, Lime etc. To have 9 windows, 8 of which are to be of the same dimensions as those that are in the Old Toll house and the remaining one in the Chamber over the house place to be of the width of 3 feet and of the same height as the others...To have 2 fire places one in the House and the other in the Chamber over the Kitchen and Pantry...The Floors in all the Bottom Rooms to be of good sound stone faced and well squared and laid on broken stone of at least 10 inches thick. To have a Slop Stone fixed in the Kitchen window. The present front door of the Old House to be the back door of the proposed new House. The projecting

front over the door and also the chimneys to have flashings of Lead of the weight of 7 lb to the foot".

MATLOCK BATH

In a collection of papers relating to improvements on the Third District of the Nottingham Turnpike Road near Matlock Bath, the earliest is a specification and contract dealing with lowering the hill, widening the road and filling up the hollow "from about 22 yards North of the summit of the Hill, to a Stake at the recess opposite to the gate leading to the Rev. Wilson's Stable".

A sustaining wall averaging 7 feet in height was to be built on the side next to the bank, the base of the wall being 3 feet. "What Stone, Dirt etc. there may be that will be of no use to the contractor, is to be taken away at his expence and put into the River at a place that will be fixed upon by the surveyor".

James Fletcher agreed on Jan 7th 1826 to execute the work for the sum of £78 and complete on or before the 1st day of March next. Attached was his tender or "ticket", a very small slip of paper on which he had written - "James Fletcher. Estimate the sum of £78.0.0".

An "Estimate for Making the Proposed Improvement near Mr. Wilson's House and Chapel, Matlock Bath" covers more extensive work in Feb 1835, the total cost of £279 included 700 yards of Breast Walling at 1/6 and 45 Roods Sustaining Wall at 10/-. In December 1835 Samuel Stone and George Carson undertook to deal with 16 chains of road for £235.

An unusual copy of orders was issued in October 1836 - "Mr. Walthall and Mr. Melland having made a report to the meeting respecting the alteration at Wilsons Chapel between Matlock Bath and Cromford as to what was agreed upon between the committee and Mr. Wilson in respect to making the alteration upon this road, it is ordered that the surveyor be authorised to carry out the improvement contemplated in such way as was upon such conference agreed upon and as pointed out by Mr. Bateman on behalf of Mr. Wilson".

Another estimate was made in December 1838, this time by the men who carried out the improvements in 1835 and is quoted in full.

"Estimation of Work at Matlock Bath North end. By Samuel Stone & George Carson.

Breast wall by the Derwent Side, 465 Solid yards	
at 1s 6d per yard	£34 17 6
Cutting foundation for Do.	3 0 0
Coping with Greetstone 101 roods at 4s 8d per rood	23 11 4
Getting Leading and Walling 101 roods at 5s per rood	25 5 0
Cutting 117 yards at 5½d per yard	2 13 10½
Stoning 471 Solid yards at 1s 10d per yard	19 12 8

Making a Rampart	£10	0	0
Omitted lime and sand for the Coping of 101 roods of wall at 10 pence per rood	4	4	2
	<hr/>		
	£123	4	6 $\frac{1}{2}$

A draft specification, two estimates and two sketches appear to relate to work in the same area, all are undated, on one plan Revd Wilson has been altered to Wilson Esq. and on both Richard Arkwright Esq. is mentioned.

The way in which tenders were obtained and contracts placed in 1844 is well illustrated with the following.

THIRD DISTRICT OF THE
NOTTINGHAM
TURNPIKE ROAD
To be let by contract.

This was boldly printed at the top of a foolscap sheet and at the bottom appeared -

ANY Persons desirous of contracting for the above are requested to send their proposals in writing, stating the price per Rood, directed to Mr. MATTHEW FROST, Surveyor, Baslow, on or before the 21st of March 1844.

Baslow, 11th 1844
Goodwin, Printer, Bakewell

The dates were filled in by hand, likewise the centre portion which read -

"The taking down the Wall adjoining the above road from Mr. Joseph Pearson Shop, to about two Roods, on the South end of Mr. John Marsden Shop, opposite the Church Matlock Bath, being in length about 32 Roods, also the getting and Carriage of what Stone will be necessary, and the Walling of a fence, on the site of the present Wall to be the height of 4 ft 6 in above the footpath, agreeable to the following Specification. Viz the present Wall to be taken down in lengths not more than 20 yards at any one time, the base of the intended Wall to be 2 feet at the level of the footpath, there to have a course of through Stones not more than two feet asunder, to have another course of through Stones of less thickness, the top of which not to be more than two feet from the top of the last mentioned course, and then also not to be more than two feet asunder. The Wall to be executed, Close and neat, with Coping set upright to the height of ten inches, and twelve inches on the bases in good Mortar, and well pointed on both sides. The whole of the work to be executed in a workmanlike manner to the satisfaction of the Surveyor and to be completed on or before the 1st May next 1844".

On the back, in different hands, were written three notes:-

1. Sent two copies of this, to James Rawson, to be affixed up on the two toll Bars.
2. James Rawson. I have sent you two Advertisments for each Fence that want raising which we measured on Saturday. You will please to affix one of each, on each Toll Bar, at Matlock Bath. Yours truly Matthew Frost, Baslow. March 11th 1844.
3. I John Watts of Darley Green, do agree to make the fence as specified in this Advertisment, and agreeable to this Specification, for the sum of Seven shillings & 3d per Rood and to complete the same on or before the first day of May next (1844). As witness my hand the 29th day of March 1844 - (signed) John Watts.

Witness for the above agreement - James Rawson.

A duplicate form covered:-

"The taking down the Wall adjoining the above Road between and the River Derwent, from Holt Well, to the Road leading to the landing of Brindleys Boat, being in length about Forty Roods, also the getting and Carriage... (as above.)

John Neal of Matlock agreed to do the work at five shillings per rood.

NEWBOLD

Following a meeting of the Trustees of the Hernston Lane Head Turnpike Road held at the Angel Inn in Chesterfield in March 1840, it was:-

"Ordered that the Surveyor do apply to the Surveyors of the Highways of the Township of Newbold to direct them forthwith to put that part of this Road which is under their management within their Township into repair. And if the same is not done within one month the Surveyor to take other measures. (Signed) J. G. Barnes. Chairman".

NORTH MIDLAND RAILWAY

A letter was sent by Jas Newbold of Matlock to Mr. M. Frost at Calver regarding a meeting which was to be held in January 1837 at the Red Lion Inn, Belper, to consider a plan deposited with the Duffield Parish Clerk, by the promoters of the North Midland Railway. The authorities wished to alter the line or course of the proposed railway which would then pass over the Belper and Cromford Road in the Township of Belper and parish of Duffield.

SHEEPLIE QUARRY

An undated draft specification deals with filling the hollow in the road on the East Moor near Sheeplee Quarry, this was a minor improvement as

the length of road was only about 80 yards and after filling the rise would be $14\frac{1}{2}$ inches in 20 yards.

SMITHY HOLME BRIDGES

Two rather lengthy specifications cover "Building the Breast Walls and making the Road over and both Ends of the First Smithy Holme Bridge nearest to Amber Bar Bridge" also of the "Second Smithy Holme Bridge, nearest to Bull Bridge".

Breast walls were to be taken down, fully or partially, for over 1100 feet and rebuilt three feet thick at the bottom and two feet at road level.

John Walker of Heage undertook to complete the work within two months and the contract which he signed was as follows:-

I John Walker of Heage do agree to execute the different kind of work, at the First and Second Smithy Holme Bridge, agreeable to the Section & Specifications made by Mr. Daniel Hodkin, the County Surveyor and to clear the Water course of all Stone or Rubbish, to the satisfaction of the said Mr. Hodkin, for the sum of Eighty five pounds, as Witness my hand the twenty fourth day of March 1832.
(signed) John Walker

Witness Matthew Frost Jr.

This appears to be very reasonable considering the work which had to be done, and that 210 cubic yards of stone had to be "got at the Quarry on the North side of the road betwixt the two Bridges - the Contractor to pay all Damages to the Owner, to be agreed upon before the stone is got".

STONEY MIDDLETON - TOLL HOUSE

The most interesting papers are perhaps those dealing with the building of a new Toll House at Stoney Middleton, no doubt the sturdy multi-sided building to be seen there now, a century and a quarter later.

The Committee of Trustees of Hernstone Lane Head Turnpike Road (Mr. Middleton, chairman, Mr. P. Wright, Mr. B. Wyatt) met at the Moon Inn, Stoney Middleton on the 2nd August 1836 and examined a plan and estimate for a new Toll House at Stoney Middleton in place of the present one which, it was proposed, should be sold.

The new Toll House and Gates were to be erected and placed on the part of the road nearly opposite the public house called the Boot and Shoe.

The committee approved the plan and directed the surveyor to proceed with the erection as soon as the purchase from John Hallam (of property to be demolished) could be satisfactorily adjusted. Mr. Smithers having offered

to assist the surveyor with the executors of the late Mr. James Gregory, the committee would be obliged by his earliest attention in order that the purchase with John Hallam might be completed.

One document includes the specification, the contract signed by the mason and joiner, also approval of the work and authority to make final payment, signed by two of the trustees. This is reproduced in full together with "Rough Plan of a new Toll house", this was with the Stoney Middleton papers but appears to be a general plan of a multi-sided toll house.

Specification for the new Toll house at Stony Middleton

The Arch. The Mill dam to be arched over 10 feet from the face of the present Arch, the old Arch to be taken up to the extent of the floor of the new House. The foundation of the sides of the new Arch to be sunk 6 feet below the level of the floor, to be arched with good sound Ashler stone 12 inches on the bed and well jointed, the lower end of the Arch to be hammer dressed and well jointed. The contractor to have the use of the gritstone materials from the old School.

Masons Work. The outside walls to be 14 inches thick, faced with hammer dressed Ashler stone 9 inches on the bed and lined with bricks, and to be well grouted with best run Lime and Sand, and the front pointed with the best cut pointing - the whole of the Ashler to come from Mr. Burgoyne's quarry or Rock Mall quarry Riley, or Mr. Wright's quarry near Shaw Engine. The window Heads, Sills, Jambs and Mullions to be moulded as per plan - the inside walls to be built with good sound Bricks laid with fine lime, the floors in the House, Kitchen, and pantry to be good hard flags from Free Birch and to be well laid down with square joints. A Fire place with Mantle and Jambs to be affixed in the house place and a chimney to be affixed agreeable to the drawing, all of good sound Ashler and well Hewed. The Kitchen to have a good Sink stone and the pantry to be well fitted up with stone Benches and Wood shelves to the satisfaction of the Surveyor.

Wood Work. The Roof to be of good Red deal of the following Scantling viz couple Beams 6 inch by 5 inch, King Post and Rafters 10 inches by 3 inches. Hip Rafters 10 inches by 3 inches. Side trees 9 inches by 3 inches. Spars and ceiling joist 3 inches by 2 inches. Wall plates 5 inches by 3 inches. The two outside doors to be 2 inches thick and well nailed with large round headed nails, and the Kitchen and pantry doors to be 1 inch thick of good Red deal. The Bedroom floor to be boarded with good red deal one inch thick to be laid on good oak Joice $3\frac{1}{2}$ inches by $2\frac{1}{4}$ inches. The House, Bedroom & Kitchen to have a single mould architrave and a plinth 5 inches deep, the projecting angles in all the Rooms to be fitted up with a one inch angle bead, of the best red deal.

Plasterers Work. The plastering to be the best two coat work, to be executed by Mr. Joseph Hill with a moulded cornice round the House and Bedroom.

Slating. To be covered with the best Ringing Low Slate, and the Ridge and Hips to be covered with neat light Ridge stone and well pointed.

Windows. To be Glazed with good sound Glass, and to have strong iron standards suitable and to the satisfaction of the Surveyor.

The contractor to be under the control of the Surveyor and to execute the different kinds of work to his satisfaction without any allowance whatever for any extra work.

If the above work be not completed within the time agreed upon for it to be done and agreeable to the above specification, the contract for the same to be considered void, and the undertaker to forfeit his remaining interest in such contract or as much thereof as his employers shall think right.

Stoney Middleton, 17 June 1840.

We the undersigned William Morton of Froggatt in the Parish of Bakewell in the County of Derby, Stone Mason, and George Buxton of Stoney Middleton aforesaid, Joiner, do hereby agree to build the aforesaid Toll House at Stoney Middleton in a good and workmanlike manner and agreeable to the above specification and Plan for the sum of One hundred and fourteen Pounds 14/-. The same to be completed within two months from the date hereof to the satisfaction of Mr. Matthew Frost the Surveyor of the Trustees of the Chesterfield and Hernstone Lane Head Turnpike Road.

(signed) William Morton George Buxton
Witness Thos. Mander.

Stony Middleton Nov 11th 1840

At a Meeting of the Committee appointed to superintend the above Building of the Toll House, on examination we are perfectly satisfied that the different kind of work has been executed by the Contractor agreeable to the above Specification. And we order that the Surveyor of the Road, pay them the sum of Seventy two pounds 11/6 being the balance of their Account.

Toll House pr Contract		£114	14	0
For Hewing posts pr Bill		6	17	8
For Stone for use of Coal House			19	10
		<hr/>		
		£122	11	6
1840 Aug 1 To Cash	£20			
Sept 11 " "	30	50	0	0
		<hr/>		
		£72	11	0

As Witness our hands the 11th day of Nov 1840
(signed) Edwd B. Bagshawe
P. Wright

There was also an unaccepted tender:-

Hathersage June 17th 1840

We hereby agree to build the New Tollbar house at Stonemiddleton according to Plan and specification and to the satisfaction of the surveyor finding all Matereals for the sum of £157 10. 0.

(signed) Wm Smith George Simpson

The period of four years which elapsed between instructions being issued for building the new Toll House, and the work being carried out, was due not only to difficulties regarding the purchase of the Stags Head public house, which was to be demolished, but to the work forming part of a scheme of road improvements at Stoney Middleton and having to wait until funds were available.

Instructions for erecting the new Toll House were issued in 1836, and again in 1840 when a specification was issued regarding the road improvement and the surveyor prepared an estimate covering both works.

Extract from Trustees Order Book following meeting held at the Angel Inn, Chesterfield on the 5th March 1840.

Whereas it appears to the Trustees at this Meeting that the Treasurer of the Road has Funds of the Trust in his hands sufficient to defray the expense of the Improvement and diversion on this Road at Stoney Middleton agreeable to an Order made on the 6th October 1829. The Trustees at this Meeting do order and determine that the said Improvement and diversion be forthwith made under the direction and superintendence of the following mentioned Trustees who are hereby appointed a Committee for that purpose (Viz)

Mr. Coke, Mr. Middleton, Mr. R. Arkwright, Mr. Barker, Mr. Walthall
Mr. P. Wright, The Revd E. B. Bagshawe & Mr. Fentem. Any 3 of the Committee to be competent to act.

A former Committee on the 13th July 1836 having agreed with John Hallam the owner of the House at Stoney Middleton for the purchase thereof for £280 and a misunderstanding having existed between the Owner and the Representatives of the late James Gregory respecting a Mortgage upon the said House; the Committee are hereby empowered to take such measures as they may consider expedient for adjusting the same.

The Committee are also empowered to remove the present Toll Gate at Stoney Middleton and to direct the erection of another Toll House at such place as the Committee are of opinion will be most eligible. And on such Toll House being erected. It is ordered that the same Tolls be taken thereat as are now taken at the present Bar at Stoney Middleton.

Improvement of the Road at Stony Middleton

Estimate for making the Improvement in the Road by pulling down the Stag Public house (late in the possession of Mr. John Hallam Junr) proceeding through a Garden and plantation belonging to, and in the occupation of

Mr. George Booth, then proceeding on the South side the Corn Mill dam and through a Cottage Garden near the Old School, now in ruins, which is going to be pulled down, and forming a junction with the present Road opposite the "Boot and Shoe" Public house.

To Mr. John Hallam Senr for the Stag public house	£300	
To Mr. George Booth for a Garden and plantation	72	£372
To Mr. John Hallam Junr for the inconvenience of being deprived of the Tenancy of the Stag Inn		20
To Mr. George Kinder for the like of the Cottage Garden		10
To Estimate of the Toll house		101 6
To Estimate of making the Road		105 8 9
To removing the Weir, and completing the Corn Mill dam, about		20
		<hr/>
		£623 14 9

1840 May 15th Matthew Frost.

Specification for making the proposed diversion of Road in Stony Middleton, to avoid the dangerous place called Middleton Bank, by making a Road from near the "Denman's Arms" passing over the ground on which the Stags head Inn stood (which is now pulled down) then through the Garden and plantation in the occupation of, and belonging to Mr. George Booth, then proceeding on the South side the Mill dam, taking part of a Garden in the occupation of Edward Barber, from there passing through a Garden belonging to His Grace the Duke of Devonshire, late in the occupation of George Kinder, and over part of the ground on which the School stood (now pulled down) proceeding until it forms a junction with the present Road opposite the Boot and Shoe public house occupied by Mr. William Wild.

The Road to be formed 30 feet wide between the fences, Breast walls to be made on the North side the Road to the height of the level pegs from the place where stood the Stags Head Inn to the Weir of the Corn Mill...

On the 27th May 1840 James Winterbotham and James Jackson signed a contract to make the road for £95 and complete on or before 1st August 1840.

George Kinder agreed to give quiet possession of the Garden now in my occupation adjoining to the School House in Stoney Middleton in the County of Derby to Mr. Matthew Frost the Surveyor of the Trustees of the Chesterfield etc. Road in the County of Derby forthwith on my receiving from him the sum of Ten Pounds. As Witness my hand the 16th April 1840.

Specification for covering the Brook between the two Bridges, in front of Lord Denman's House, Stony Middleton.

Three Soughs to be made of the Width of 2 ft 6 in each, and as high as circumstances will allow, so that the bottom of the Coverers will be level with the underside of the centre of both the Arches of the Bridges. The three Soughs to be covered with good sound Gritstone not less than 4 inches thick.

Joseph Ellis agreed to execute the different kinds of work for the sum of £25 and complete within one month from the 20th day of April 1842.

Specification for the Widening of that part of the Turnpike road from Stony Middleton, Eastwardly to a Cottage of Earl Newburgh in the occupation of David Wall, being near the boundary fence of Stony Middleton & Calver.

The Road to be formed 10 yards wide within the Fences, which will allow 26 ft 6 in for a Carriage Road, and 3 ft 6 in. for Footpath. The footpath to be formed similar to the one now formed near Lord Denman's Gates.

Lord Denman to have what good soil there is in the line of Road (except in the deep cutting marked by stakes) which is to be filled into the Cart by the Contractors without any expence to his Lordship. Between the Stakes affixed, where there is Cutting above the level of the old Road the contractor to have 7d pr yard, for what soil etc. that may be thought proper by the Surveyor to be removed to a place fixed at the South east corner of the upper Meadow, under that level to be included in the forming and the price pr Rood in the contract.

For what soil Lord Denman's Gardener may think proper to have, from the Cuttings above the level of the Road, to be filled into a Cart by the contractors at 3d pr yard three one Horse Cart Load to be considered two Yards...Fence Walls to be made on both sides of the Road to the height of 5 ft 3 in except where Lord Denman may think proper to have a Lime Wall, in that case the Contractor to allow his Lordship 3/- pr Rood, for each and every Rood of 7 yards in length towards making such Wall. The Walls to be made straight and parallel to each other, so that when they are planted it will form an Avenue... The Contractor to make the Road, so as when finished it will be regular & look well to the satisfaction of the Surveyor.

James Winterbotham and James Jackson agreed to carry out the work for £1 2. 6 pr rood of 7 yards and complete on or before the first August 1841, they signed the contract on the 27th April 1841.

Estimate for Building a Toll house at Stony Middleton

This is the endorsement on the back of what appears to be a rough estimate

Walling - 15 Roods - Getting Stone, leading - Lime & Walling at 22/-	£16	10	0
Windows 2 at £5			
do 3 at £2.10		17	10 0
2 Doors at £3.10		7	0 0
Partition Walls 38 yds at 2/6		4	15 0
Paving 40 yds at 3/-		6	0 0
Slating		10	0 0
Roof		12	0 0
Windows		5	0 0
Plastering		5	0 0
Doors		4	0 0
		£87	15 0

WIRKSWORTH - MILLERS GREEN ROAD

Specification for making the new branch of Road from Millers Green Bridge, through several fields belonging to James Toplis Esq. on the west side the present old Road to the Sign of the Barrells and also for pulling down so much of the Arches on the West side of the Bridge that are of less width than the Arches on the East side which are to be lengthened, so that they be when completed 18 feet in length, to allow for a Carriage Road of the width of 18 feet over the Bridge and 3 feet for a parapet Walls on each side the Road of the width of 1 ft 6 in each...To have as many Soughs cross the road so that these will be one in every 50 yards...The Road to be covered with good sound Grit Stone broke to a gauge of 3 inches, to the width of 15 feet. 12 inches deep at the Centre and 10 inches at the Skirts...

Quicking. The Ground to be well prepared and to be planted with sets of 4 Years growth, and with not less than eight in each and every Yard in length.

...The foundations of the Arches to be first cutt out & thrown, and before a Stone is laid to be approved off by the Surveyors of the Highways of Wirksworth...Road to be raised from the bridge towards Wirksworth and towards Kirk Ireton, also from the road crossing the highway in the bottom near Mill House. A road to be made to Mr. Shaw's house from the line of the new road. Reference is made to a plan but no plan, date or other information is available.

TRAFFIC AND TOLLS

Monthly returns from Toll Bars gave details of the daily traffic and the tolls collected, and although only a few sheets are available they are useful in showing the actual tolls charged, and which may be lower than those permitted by Act of Parliament.

Six sheets have been preserved in connection with the Sheffield and Glossop Turnpike Road for the month of September 1845 and fortunately cover different bars namely -

Ashopton Inn Bar	Moscar Bar
Broom Spring	Snake Inn Bar
Cross Poll Bar	Woodcock Road Bar

During the month one 4-horse coach passed through Moscar Bar and two through Cross Poll, there were no 3-horse coaches.

In order to compare the traffic through the six bars, total figures are given below of the 2-horse and 1-horse coaches, the number of "Horse, Mule or Ass" and the total tolls collected during the month, followed by the wage deducted.

	Coaches		Horse	Total			Wage	
	2h	1h	Mule	Tolls				
Ashopton Inn Bar	4	31	53	5	18	3	10	0
Broom Spring	9	171	95	6	15	3	-	
Cross Poll Bar	1	5	45	1	0	6	15	0
Moscar Bar	8	92	129	18	2	11	1	0
Snake Inn Bar	4	44	60	4	15	3	10	0
Woodcock Road Bar	6	53	64	5	11	6	10	0

There are also two sheets for the Hernstone Lane Head Turnpike Road for Petty Field Bar and Pot-house Lane Bar both for April 1846, on these the name "Hernstone lane head" has been filled in by hand, the printed matter is identical with that on the Sheffield and Glossop forms, and they were no doubt both produced by the same printer. No details of traffic were recorded and judging by the small tolls collected there was evidently very little during the month of April.

Petty Field Bar.	Total amount collected	£3 10 6.	Wage deducted	£1.0.0
Pot House Lane Bar	"	15 10.	"	7.0

Moscar Bar. The tolls at this bar for September 1845 were £18 2 11, three times higher than at any other, and are given in detail below.

Sheffield and Glossop Turnpike Road

Moscar Bar. September 1845

The monthly returns from toll bars were made on rather large forms with 25 columns and some long headings, it has therefore been necessary to make some alteration in order to reproduce the information.

First, the headings and tolls have been given in full, then abbreviated headings have been used in the tabular section and seven columns have been omitted, owing to shortage of space. Those left out were for Waggon with 9 inch wheels and 4, 3 or 2 horses, and 4½ inch wheels with 4, 3, 2 or 1 horse; there were no vehicles recorded in the first section and only 6 2-horse and 3 1-horse in the 4½ inch wheel class.

- (1) Coach, Chaise, Gig, or other such Carriage.

No: of Horses	4	3	2	1
Rate of Toll	2/-	1/6	1/-	6d

- (2) Waggon, Wain, Cart, or other such Carriage. 9 in: Wheels.

No: of Horses	4	3	2
Rate of Toll	1/-	9d	6d

- (3) Ditto 6 in: Wheels.

No: of Horses	4	3	2	1
Rate of Toll	2/-	1/6	1/-	6d

- | | | | | | | |
|-----|----------------------------------|-----|-----|-----|-------------------|-----------------------------|
| (4) | Ditto | | | | | 4 $\frac{1}{2}$ in: Wheels. |
| | No: of Horses | 4 | 3 | 2 | 1 | |
| | Rate of Toll | 2/6 | 1/6 | 1/3 | 7 $\frac{1}{2}$ d | |
| (5) | Ditto | | | | | 3 in: Wheels. |
| | No: of Horses | 4 | 3 | 2 | 1 | |
| | Rate of Toll | 3/- | 2/3 | 1/6 | 9d | |
| (6) | Horse, Mule, or Ass. | | | | | 2d each |
| (7) | Neat Cattle | | | | | 10d per score |
| (8) | Calves, Hogs, or Sheep | | | | | 2 $\frac{1}{2}$ d per score |
| (9) | Total Amount of One Month's Toll | | | | | |

	(1) Coach				(3) Waggon 6" wheel				(5) Waggon 3" wheel				(6) Horses		(7) Cattle		(8) Sheep		(9) Total		
Horses	4	3	2	1	4	3	2	1	4	3	2	1						£	s	d	
1				4		1	4	2				3	5				64	12	3		
2				2			3					3	1					7	8		
3				3		4	4					3	2					14	1		
4							5			1		4						10	3		
5				4		3	8				1	5	2				1	1	4		
6				5			5					4	6					11	6		
7				12										21				9	6		
8				10		1	9			1	1	2	12				48	1	3	3	
9				2		1	1					6	4					8	8		
10				3		2	2					3	14		24			12	1		
11				3		3	5				1	4	5					18	2	1	
12				2		2	8					5	2					16	1		
13				3		2	4				2	5	6					17	6		
14			1	6									4					4	8		
15			3	3		1	7					6	3		3		60	18	9		
16			1	2		1	3					7	3					14	1	2	
17			1		1	1	3					5	1					12	8		
18				1			1					4	3				16	5	2		
19				2		2						4	2		1			8	0		
20			1	4			4				1	5	2					12	7		
21				2									6					2	0		
22				1		1	3				2	4	3				48	12	0		
23				1			2					1	3	1				6	5		
24			1	1		2	2					2	4	2				12	10		
25				1			5					3	6	3		4		15	4		
26				7		2	5					2	9	3			8	1	1	10	
27				1		1	2					1	12	3		2	64	15	9		

	(1)				(3)				(5)				(6)	(7)	(8)	(9)		
	4	3	2	1	4	3	2	1	4	3	2	1				£	s	d
28				2								1	5				2	7
29	1			3		1	3				1	4	3	4	56		13	9
30				2								1	2				2	1
																<hr/>		
Total amount																18	2	11
Wage																1	0	0
																<hr/>		
																17	2	11

FOR SALE

A member of the Society offers for sale:

- A. A map of Derbyshire by John Cary, 18 $\frac{3}{4}$ in x 21 in to the outside border of the map, Dated 1811, Water mark "1809" in the top left hand corner of the paper. Delicately coloured. A fine copy. This is a second edition of a map drawn and published in 1801 for Cary's New English Atlas published in 1809. The two maps are similar but the date has been altered. Price £6, postage extra.
- B. Four Engravings of Views of Derbyshire by Thomas Smith, approx 15 in x 21 in. Price 30/-d. each, postage extra.
- 1) A prospect of that beautiful cascade below Matlock Bath.
T. Smith pinx et del. Vivares Sculp.
Published March 25th 1743. Very nice condition.
 - 2) Prospect on the River Wie in Monsal Dale two miles north-west of Bakewell.
T. Smith pinx et del. Vivares Sculp.
Published June 21st 1743. Very nice condition.
 - 3) A prospect of the Chee Torr etc. on the river Wie two miles below Buxton. T. Smith pinx et fecit in aquafort. Terminat G. Scotin
Published July 13th 1743. Very nice condition.
 - 4) A prospect of Matlock Bath etc. from the Lovers Walk.
T. Smith pinx et delin. Vivares Sculp.
Published August 25th 1743.
Unfoxed but slightly torn at the top of the engraving.

THE DAKEYNE COLLECTION

by

C. J. Williams

Although the Derbyshire County Council did not appoint an archivist until 1962, it had for some time accepted custody of private collections of documents offered to it. The Dakeyne antiquarian collection was one of the earliest of these. It was deposited with the County Council in 1922 through the good offices of the Department of Manuscripts, British Museum, to whom it had been offered by Mr. E. Cannon, a descendant of its compiler, Daniel Dakeyne.

Daniel Dakeyne (1763-1806) of Holt House, Darley Dale, and a barrister of the Middle Temple, was the third son of Daniel Dakeyne (1733-1819), whose father John Dakeyne had settled at Darley Dale in 1716. The family had been in Derbyshire since the mid-fifteenth century, mainly in the Chelmorton-Fairfield area, with other branches in Ashover and Bonsall. Daniel Dakeyne senior built a flax mill at Sydnop, near Darley, which was carried on by Daniel junior's two younger brothers, Edward and James. They patented several improvements to flax-spinning machinery in their father's name, and later a water-pressure engine which was considered for pumping in the Alport mines.(1)

The main part of the Dakeyne Collection consists of twenty large volumes of original documents and manuscript notes, all but two mainly in Dakeyne's hand. Several volumes contain passages in the hand of Thomas Blore, who was in the early 1790's preparing a history of Derbyshire based on manuscript sources, and with whom Dakeyne exchanged information. An advertisement circulated by him in 1792, inviting subscriptions, survives among Dakeyne's loose notes, but the book was never written. Blore's notes and copies of documents prepared for this history are now in the Cambridge University library. Dakeyne corresponded with Adam Woolley of Riber, and made verbatim copies of certain of Woolley's notes, now in the British Museum, for his own use.

Dakeyne's own notes were borrowed, after his death, by Stephen Glover, who based many of the pedigrees in his "History and Gazetteer of the County of Derby", published in 1833, on Dakeyne's work.(2) Some fifty years later J. Pym Yeatman borrowed the volumes for his "Feudal History of the County of Derby", leaving notes and a rough index on the flyleaves of some volumes.

Thirteen of the volumes are numbered by Dakeyne: Volume I, which is indexed, consists of pedigrees and transcripts of documents, the first 92 pages being devoted entirely to the Dakeyne family. Volume II is mainly copies of documents, with some original manuscripts bound in. The copies

include a Parliamentary Survey of the hundred of High Peak, 1650, a rental of freeholders and copyholders of Wirksworth, 1649, Darley Dale court rolls 1409-1574, and a list of licences to alienate, mid-sixteenth century, taken from the Woolley manuscripts. Volume III is similar in form, containing copies of the parish registers of Darley Dale, Chesterfield and other parishes, and original documents, mainly for the Fairfield area, including a terrier of land in the parish in 1709.

Volume IV is entirely in the hand of Thomas Brailsford, and consists of notes on Derbyshire churches and monuments, compiled in the last two decades of the seventeenth century. This volume was apparently used as a source for the volume known as Bassano's in the College of Herald's.⁽³⁾ Bassano is quoted extensively by Cox in his "Notes on the Churches of Derbyshire".

Volumes V-VIII are pedigrees of Derbyshire families, and copies of their documents, with a reliable index of persons and places by Dakeyne himself. The pedigrees are based on deeds and parish registers as well as on central sources such as inquisitions post-mortem, and are on the whole reliable. The copies of deeds, where it is possible to check them with the original, have been found to be extremely accurate. Dakeyne seems to have been interested mainly in mediaeval material, and usually transcribes in Latin without translating. Documents other than deeds are usually only summarised and not transcribed.

The next four volumes, IX-XII, are all copies of inquisitions ad quod damnum, extracts from the Escheat Rolls, and other central sources, as well as original documents, parish registers and monuments. There is, unfortunately, no index to these.

Volume XIII consists of original documents, roughly indexed by Pym Yeatman. The first document is an account by Nathaniell Hallows, an alderman of Derby, of money and plate received by him for the use of the Commonwealth 1642, and money paid by him, mainly to Major Molanus, in 1642-43. The volume also contains an abstract of the mining customs of the liberties of Youlgreave and Gratton dated 1731.

Of the remaining seven volumes, two consist of collections of original documents. The first contains documents, mostly deeds, of the Dakeyne family in the Fairfield area, from the fourteenth century onwards. The second, a large leather portfolio numbered XII by Pym Yeatman, contains extracts from parish registers and inquisitions post mortem, notes on the Harpur family, and original documents, Fairfield being again well represented. Two particularly interesting items are a muster-roll of persons able to bear arms for Wirksworth hundred, 1573, and a list of freeholders of the county worth more than £40 per annum, undated but probably late sixteenth century.

Another un-numbered volume contains drafts in Daniel Dakeyne's hand of several plays and short novels, the latter in a somewhat gothic style. Two other volumes contain legal notes, one of them based entirely on Blackstone's

"Commentaries...". The opening section of the Darley Dale Enclosure Award has been copied into the first few pages of another volume. Lastly there is a volume labelled "Collectanea Dakeynea", but containing pedigrees of Derbyshire families by Rev. I. H. Cannon, drawn up late in the nineteenth century.

There are also two small bundles of miscellaneous notes, printed engravings, and correspondence between Dakeyne, Blore, Woolley and others.

It is impossible in a short article to give more than a brief outline of the collection, particularly the volumes of original documents, whose contents, because of their haphazard nature, are particularly difficult to summarise. The index to the volumes of pedigrees, however, makes it a relatively simple task to check whether any particular family is represented or not.

References

1. This paragraph is based on the account of the Dakeynes in Stephen Glover "History and Gazetteer of the County of Derby", volume II 1833, 387-95. The Dakeyne water-pressure engine is described in some detail by Nellie Kirkham "The drainage of the Alport Mines", Trans Newcomen Soc. XXXIII (1960-1) 86-8.
2. Glover, op. cit. 395.
3. J. Pym Yeatman "Bassano's Church Notes...", D.A.J. XVI (1894) 52-60.

INDUSTRIAL ARCHAEOLOGY - A NEW SECTION

Following the decision of the Council of the Society, members interested in the study of Industrial Archaeology in Derbyshire have been invited to form a Section within the society, in order that their work may be co-ordinated.

At the request of the Council for British Archaeology, the Society agreed to undertake the recording of old buildings and plant of industrial interest. A small group within the local history section began the task under the leadership of Mr. L. J. Stead. A good deal of work has already been done by this group which now forms the nucleus of the new Section. Any member of the Society who is interested in this project and all those willing to join the working groups which are being formed all over the County should contact Mr. L. J. Stead, 48a Sandbed Lane, Belper, Derbys.

It should be pointed out that no extra subscription is required from members who wish to join any section of the Society.

A SOUGH TO MILN CLOSE GROVE AND WINDMILL SOUGH

by

Nellie Kirkham

The history of Mill Close Mine and Vein can be divided into three parts. There is the modern mine of this century which became the richest lead mine in the British Isles, with its working extending northwards to under Pickory Corner, where the road to Youlgreave joins the Bakewell to Rowsley road. Then there is Old Mill Close, just on the north side of Mill Close Brook (or Darley Mill Brook), with the fine remains of its nineteenth century engine house. Here the London Lead Company mined in the eighteenth century, and Edward Millers Wass re-worked the mine towards the end of the nineteenth century when he developed the mine northwards and founded its modern greatness.

There is a third, and earlier, Mill Close Stoop Mine on the south of the brook. This is the north-west part of a number of veins and mines on the north side of Wensley, these being developed in the eighteenth century largely under the title of Windmill Mines. Mill Close Stoop was Miln Close Grove of the seventeenth century, and was 'an ancient mine' before the 1660's. It was a sufficiently rich mine to merit an early sough being driven to it which was begun before 1669. In spite of many lawsuits, and the driving of the sough being held up for some years, it was completed before the end of the century.

Documents in a collection of Mineralia concerning the lawsuits between Sir John Harpur, Bart and Thomas Gladwyn and others (1) give details of the mine, of which the position is known, but there is no proof of the position of the sough.

The vein was a pipework with a total of 360 ft. width. It was very rich in ore, bringing in £2,000 a year in clear profit, and before it was mined down to water "yielded great profit to the Crown". Even by 1699, during the lawsuits, it was yielding £400 to the King in duties and customs, and provided a livelihood of 'many hundred people'. There was a large dressing ground, and the miners were accused of allowing the sludge from it to run for 500 ft. in length, more than 180 ft. wide, making, it was stated, 'about 80 acres' of Harpur land useless, and sludging up a mill pool. All this continued for sixteen years. Some of the tenants of the land had lost cattle worth £30 and £40 which had been poisoned by drinking the water and the sough 'emptied itself into a brook which ran through Harpur grounds' which was 'all ye Water hath for these grounds' and the water was 'corrupted' so that in great measure the land was made unusable.

Thomas Gladwyn and his partners stated that they had an agreement with the present Sir John Harpur's father and grandmother with reference to the

land where they were to drive a sough. They drove it day and night for six years, at the cost of £2,000. Then Sir John Harpur, the father, heard of the fouling of the brook and sent a servant over to Wensley and stopped the sough. This was a little before his death in 1681, but Gladwyn and his partners promised satisfaction, so presumably the sough was in use again, anyway for a time, for in 1684, 1685 and 1687, ore worth £9,815 was raised. (2) The Mineralia states that after Sir John Harpur died the matter rested for ten years by stay of proceedings at law, and that then the remedy was lost by the Statute of Limit, but according to the document in 1683 the case was tried in the Chancery Court of the Duchy of Lancaster, where it was decreed that because of their right in the mines they could proceed with the sough. A trial at the Exchequer Bar took place in the next year, with additional trouble coming into the cause.

The Quarter Cord was a measurement of a quarter of the length of one meer of the meers of the vein which the Barmaster allotted to the miner, in this Liberty the meer was 29 yards in length. On the Quarter Cord the miner could lay out his waste material, wash his ore, and erect only the buildings necessary for the mine, such as buildings for storing the ore or dressing it. The Miln Close miners were accused of laying waste Harpur ground, cutting up his fences, and erecting a 'Smith's shop on his ground, where they keep a public smithy'. The Quarter cord was measured round each shaft, and a dispute arose as to whether this obtained in a pipework. Some said that the Quarter Cord must be measured from the spindle of the stowes (windlass) at the top of the shaft, others that the Quarter Cord was to be measured from the cheeks of the vein. As the pipework was so wide, in this case the latter method would mean that the miner was a 'trespasser at his shaft' if he deposited his waste there, and he would have to go 90ft. to reach the Quarter Cord. Harpur's side to the dispute said that if all this was the Quarter Cord, from the shaft to $7\frac{1}{4}$ yards beyond the skirts of the pipe vein, then the miner was gaining about two acres of ground by the Quarter Cord. Also it was queried as to whether where there was water the miners could wash ore on the ground of the Quarter Cord, and if they could wash ore outside it.

A peculiar aspect of this trouble was that in 1753 the same dispute about the uses of the Quarter Cord occurred on the same Harpur ground, between the Quaker London Lead Company and a later Sir John Harpur (3) with regard to the erection of an atmospheric engine and buildings.

The cause was heard in the Chancery Court of the Duchy of Lancaster in 1687 when the decree against Sir John Harpur was confirmed and he was ordered to pay costs. In 1689 the case was again heard in the same court, which again found against him, and a trial was directed to take place at the Court of the Exchequer with a Middlesex jury. This caused a protest on the ground that a non local jury 'did not understand the customs' which applied to Wirksworth Wapentake only, and that the case ought to be tried in the county by those who knew the mining customs. In 1693 the appellants (those appealing to a higher court) for Sir John Harpur procured a re-hearing.

In May 1694 in the Exchequer Court there was a full debate by Counsel on both sides, and the decrees of 1689 and 1693 were confirmed. The miners 'must keep open, maintain and continue the sough for the use of the mines'. The Quarter Cord was from the skirt of the outside of a pipe vein, and the miners could wash the ore in the Quarter Cord if they had sufficient water.

The appellants were Sir Robert Burdot (Burdett) Bt., Robert Wilmot, and Henry Dipon, guardians and trustees of Sir John Harpur, Bt., infant. The respondents being the Attorney General at the relation of Thomas Gladwyn, Thomas Legh, Gilbert Munday (Mundy), Robert Hayward (or Heyward), Robert Hone, Robert Pidcock and Edward Parks.(4)

Actions for trespass at Common Law took place, and the appellants again appealed for a re-hearing in the Court of the Exchequer where it was heard on 25th October 1695, and in the Duchy Court on 19th November. In both cases the decree of 1689 was confirmed. One could wish that the documents gave the amount of money spent in lawyers' fees etc., probably why so many re-hearings were allowed was that it was an important issue for the creation of precedent for landowners and lead mining. Soughs, of any length or importance, had only been driven within the previous fifty years, and if a landowner could be proved to have the legal right to stop them it would have meant almost the cessation of lead mining in Derbyshire at that period. On the other hand it was vital that the reasonable rights of landowners should be protected.

The documents give some details of the various trials, but the main part of them deals with the trial of November 1695 in the Duchy Court. Besides confirming the decrees of 1689, 1693 and 1694 the appellants were directed to pay the respondents £800 in costs, at which the former protested.

Sir John Harpur's case was that the respondents had brought up a sough in Harpur grounds where they had no mine, 'wch sough emptied itself into a brook' which ran through this ground, and fouled the water of the brook. The sough exceeded the custom for it was carried about 600 ft beyond the vein, and the custom only allowed the miner to follow his vein. For these abuses Harpur's trustees ordered the sough to be stopped and an action for trespass to be brought. The appellants were strangers to the customs of the mines and had prayed to be allowed to proceed at law. They asked if the mine could be worked in any other way except by a sough, and whether there was a special custom for soughing. The decree had allowed the miners to lay out their own Quarter Cord, but this ought not to be, only the Barmaster could lay it out. They prayed that the decree might be reversed. There was no proof, as the respondents had stated, that Sir John Harpur of Swarkstone was ever seized of the land of the sough (5), it belonged to Sir John Harpur of Calke. The bailiff who collected the Harpur rents of this land had been employed by the respondents to oversee their mines and they had paid him a good salary 'to colour ye matter as they sunk their shafts', for they had pretended to get ore in the sough, and had freed some meers of a vein as they drove the sough, as if they were driving in a vein

all the time. The miners had given money to Harpur tenants for allowance to sink their shafts in the tenants ground.

On the other hand, the respondents, Thomas Gladwyn and partners, claimed that when a mine was drowned the owners might sink shafts 'from ye Day boring ye surface of ye Earth' down into their vein, and make soughs in and along their vein to unwater their mines. They quoted the law re right of search, and said that they were allowed to sink shafts and drive soughs 'or water-gates, underground, in, along, thro ye rocks, veins and Lead Mines'. With reference to the Quarter Cord, miners always kept the earth and rubbish within this, or within the skirts of vein, and they 'pray'd to be quieted on these Customs'.

They said that the agents of Harpur had tried to pull in and ruin the sough, and had pretended that the miners had no right to drive it, nor the right to wash their ore on the mine. In 1687 they had exhibited in the Duchy Court, showing their right to the mines, which could not be worked without the sough, nor without washing the ore, it was decreed in that court that they might 'enjoy the mines and the sough'. The appellants had put the respondents' 'Workmen and Servants in Goals and broke their Building'. They asked that the appellants appeal should be dismissed. Apparently the respondents again won their case, for later Harpur applied for a reversal of the decree of November 1695.

The ruins of Old Mill Close engine house stand above the valley which runs westward towards Winster. This was a beautiful place, but is now spoiled by people who have utilized it as a dump for rusting abandoned motor vehicles. Opposite the engine house, on the south side of the brook, a rough pathway runs up the wooded hillside. On the west side of this pathway are several shafts on Mill Close Stoup Mine. The main shaft is about 450 ft. south of the brook, and comes down into the worked-out pipe vein. An early, but undated, last century map calls this Limbrick (or Limbreck) Shaft, and it is mentioned a number of times in the London Lead Company documents of 1744 and 1745 (6) when they were driving 'a hard cut' from Limbreck Shaft in which they discovered several veins, one appearing to be a rake vein overhead, and a pipe vein below. One of them proved to be an already known vein called Pebbly Vein. It is not quite clear whether the hard cut was a cross-cut in limestone which was primerally driven in order to discover veins, or whether it was to link with Mill Close draining level which was then proceeding westwards under the brook in the valley on the north.

The London Lead Company bought Mill Close Vein in 1742, and in August two years later there is mention of a shaft on Mill Close Vein which was also on the Low Level (Mill Close Sough which the company had been driving since the early 1720's) and which will be one of the large holes of run-in shafts which appeared in 1967 at the foot bridge. From here a branch of Mill Close Sough continued southwards up Mill Close Stoop Vein, and the documents state that Limbreck Shaft had to be connected with the level before 'what's called ye purge' could take place. In January 1745 the hard cut

struck part of the main vein but there was not much water in it. The entries are scattered and confusing, but it is clear that the hard cut was going to relieve some of the veins from water which was at a higher contour than the hard cut and the level. It may be that the hard cut was the branch driven up Mill Close Stoop Vein to connect with the main sough, although some of the entries read as though it was being driven more east to west, probably it would be driven in hard limestone in an independent line from the workings on the vein, for by driving it in the solid they could hope to keep it dry from the watered veins while it was being driven. It proceeded slowly for many months, for it was in very hard rock - perhaps they had hit toadstone - and there are several references to lack of air, they could 'move it but very slowly for it was exceedingly hard and windless'.

From Limbreck Shaft the vein ranges southwards to the west end of Wensley village. The vegetation, a tangle of trees and bushes, make any accurate tracing of veins impossible over much of this area. Knee high grass and willow herb, bushes etc., added to the certainty of old shafts scattered everywhere, make it far too dangerous for close examination. But vague indications of two apparently separate ranges of shafts make the 360 ft. width of the pipe vein appear possible. The beds dip northwards, and there is toadstone just south of Limbreck Shaft at about 150 ft. depth. All down the east side of the vein, on the north of Wensley Village, are approximately sixty acres or so of old lead mines, which were mainly in Windmill Mines title. As three draining levels, one in the late seventeenth century, one later, and a branch from Mill Close South, were driven to Mill Close Stoop and to Windmill Mines and others, they must have been rich but heavily watered.

Regarding the sough driven to Miln Close Grove (Mill Close Stoop and probably some of the shafts on its south) which was begun before 1669, its tail cannot have been to the brook nearby in the valley just below the old engine house, or it would not have taken six years to drive and cost £2,000 in this time. Mill Close Sough of the early eighteenth century more or less followed the course of the brook westwards, but at first the London Lead Company did not possess the vein and were aiming for Winster Mines. A sough driven directly to old Miln Close Grove could cut out bends caused by going under the brook. The seventeenth century sough must be on the south of the brook, not only because of practical reasons, but because it was in Harpur ground. Other people owned the ground on the north of the brook, while the Harpur family held the moiety of the manor of Wensley from 1591, this included Gurdal ground just to the west of Miln Close Stoop. To gain depth of draining the sough would be started from downstream, the likeliest place farthest to the east is approximately at the crossing of the brook by the footpath from Oldfield Lane to Wensley. In field 69, where, on the south of the brook, the footpath mounts up the hillside, there is open grass, and this enclosure is named Thunderpits on an 1849 map (7). The ground is much disturbed, with two shaft mounds at the top of it, wherever examination can be made there is only sinking dirt in all the mounds in the field, there does not seem to be any limestone or toadstone or vein-stuff in them. The inference therefore could be that the two shaft mounds are from shafts on

a sough, there is no sign that any vein was worked in this field. The two upper shaft mounds will be discussed later.

In the lower part of Thunderpitts, too high above brook level to be the tail of a sough, there is a small stone trough sunk and fenced round, where water still trickles, and sinks on the spot. Stones at the side of the trough look like the filling of a small shaft, certainly the water sinks and does not flow on the surface down to the brook. The place has the appearance, but not certainty, of being the site of a small shaft, like the small shafts which are within a few feet of Mill Close Sough tail before they subsided into open holes. There is no mound with this type of small ventilation shaft near the tail of very old soughs. There is no clear evidence that there was a shaft at this trough, but after years of examination of similar small signs it is probable. If there is one here, there may be others in a line, but in long grass it was not very safe for much examination, also after this length of time probably all signs have disappeared.

Examining the south bank of the stream to the east, due to the difficulty of much vegetation, the most that can be said is that there are several likely and possible places which could be the site of a lost sough tail, with in one or two places signs that water oozes occasionally.

When Mr. Frank Sheen and his companions explored Mill Close Stoop in the 1950's (8) they found that on the south side of Limbreck Shaft a level crossed the main vein, ranging from south-west to north-east. They reckoned that very generally it was going towards Turkey Dick Mine. This is about the line of any old sough coming from Thunderpitts. Mr. Sheen described this level as being the most perfect small picked level he had even seen, cut in limestone, about 1 ft 6 in. wide, and about 3 ft. or so high, with narrow roof and floor and rounded sides. There were small depressions in the floor about 1 ft. 6 in. apart with an occasional wooden sleeper. They followed the level for some way until a sump appeared in the floor which they could not cross, but the level continued beyond. Discussing it with him, we agreed that the level would be older than the railtrack or the sump. He described the workings of Mill Close Stoop as vast in size, in one place the worked-out vein was at least 100 ft. high, and 20 ft. wide. Rises led to pipe workings, with water trickling down from above, which seemed to indicate perched water tables.

There is source of water which might be from this lost sough. When Mill Close Mine was working and Old Mill Close Sough was being cleaned out, a feeder of water was noted coming in from the Wensley (south) side not a great distance up the sough.(9)

There was a branch from Old Mill Close Sough to Windmill Mines, approximately a few hundred feet east of Mill Close Vein. When Mr. Sheen went up the main sough he noticed signs of a cross level somewhere before they came to the above vein. By 1761 this branch went by a small cross-cut to Boys Vein until it reached Chambers Rake, cutting several veins which

were most productive at or near the top of the limestone. The surface and the measures dipped fast northwards. Older workings went for several fathoms below this branch sough and were said to have been left poor in lead ore. The branch sough was not finished in 1775, for Whitfield, of the Quaker Company, wrote that 'it will cost a lot before the level is brought up to the works'. A new shaft had been sunk on Chambers Rake 264 ft. deep, with a waggon gate at the 'Blackstone clay' (toadstone clay) at about 228 ft., it was believed that this draining level would reach the clay at Lewis Shaft, which was on Chambers Rake, approximately 360 ft. east-of-sough of the new shaft.(10)

There was also an older Windmill Sough. On the 1774 mine plan, Windmill Old Level is shown connecting Boys Vein with the Forefield Shaft, ranging approximately north-of-west to south-of-east. On old plans and frequently in documents, the word level nearly always refers to a draining level, waggon gates and other passages not being referred to as levels. On this mine-plan the word is only applied to what must be a portion of it, for it merely connects two veins and there is no possibility of either end being a sough tail. There are references to it in the London Lead Company documents (11). The Company bought Mill Close Vein as 'Miln Close Mines with all soughs and levels' in 1742, and two years later they had half of an old mine called Humber which was at the south end of their Mill Close Vein. Unfortunately there is no evidence of how far south their title extended. The other half of Humber Mine belonged to working miners. About 1736 a breck vein, (break) had been discovered ranging eastwardly. This had been worked through the founder meers, and the King's half meer had been purchased for three guineas, but it was so watered that they could not work it in depth, so the mine stood unworked. Whitfield observed that Windmill Mines had 'lately brought up a deep Levell of which its point may possibly have drained ye water so some men were sent to make a trial of at the mine'. In this level the miners discovered a break vein with a good body of ore in it which ranged westwardly directly to the London Lead Company's vein, and which to all appearance was the same vein. The Quaker vein was the oldest title so that they would take possession of Windmill's vein if the veins proved to be the same. This being so, the Quaker Company applied to the others to purchase their half of the vein, but they would not sell and instead sank a shaft on the pee or junction of the veins, thinking to stop the London Lead Company. But the latter began immediately to sink another shaft, and both parties worked night and day, until after some days the Windmill miners found that the others were as diligent as they were, and they proposed an agreement for dividing the ground likely to be in dispute in case the vein proved to be one and the same. If it did not prove to be this, then each party should follow their own vein.

Whitfield told them that the company was always ready to defend their own property, but were also ready to listen to reason, but that theirs was the older title, and if it proved to be one vein the Windmill partners must account for any ore which they got in the vein. 'But as they had brought up a deeper level than ours' ('ours' being Old Mill Close Sough) the London Lead Company thought that the others should have part of the ground 'for ye privilege of ye Sough leave for our water'. There ensued some complicated

string-pulling, Whitfield wanted to come to an agreement rather than a contest. He did not want to go to the Barmaster and Deputy Barmasters and ask for their assistance in the Houmber matter as he knew that John Wall, a neighbouring gentleman, had 1/8th share in Windmill mines, also 1/6th share in the farm of lot and cope, and 'the Barmasters being no more than Servants at will of ye Farmers' he thought that it would not be in the interests of the company if he consulted them. So he 'took another way by which have obtained more advanticious agreement'. With the Farmers share in Windmill, and 'influence over the Barmasters and the Barmasters have choice of the Grand Jury whose Verdict generally carries the Cause we had no chance of bringing it to a Trial in ye Mineral Court'. So he persuaded three working miners to let him offer John Wall 1/8th share in Windmill out of their half share in the mines to make the interest in the mines equal on both sides. Whitfield saw Wall and the latter readily accepted, with the condition that if the company purchased the other shares of the three miners, they should be bought at the same cost, i.e. nine guineas. When this was done it was much more to Houmber advantage than was expected, and the three miners were in high spirits.

There were a number of old workings near Houmber which had stood unworked for many years, being overpowered with water, and their titles were out of possession, so that when Whitfield realised that a new Breck Vein ranged east and west, he decided that if this vein continued, a deep level could be brought up several fathoms under their deepest soles, and he immediately possessed them for the company. This document proves that by the early 1740's Windmill Mines had a sough which was lower in contour than Old Mill Close Sough, therefore it was driven from a lower (eastwards) contour than the latter.

The site of Houmber Mine is not known, but it must lie somewhere between Mill Close Stoop and Wensley. I have been told that in parts of north Derbyshire 'humber' is a name for manganese, or wad. No direct evidence exists for this in these veins but Farey (1815) states that at Wensley there was a kiln or furnace for preparing manganese, which was used for a black pigment for painting ships and buildings. Manganese was worked at Winster, also a suggestion has been made that a particular appearance of shale in the brook bank between Wensley and Winster may include MnO_2 , so there might be wad in adjacent veins. Umber is an impure mixture of manganese and iron oxides and hydro-oxides.

Regarding the possible site for the tail of Windmill Old Level, there is a quarry approximately a quarter of a mile south-west of Darley Bridge. Above the face of the quarry, on the south-east edge of it, are two shafts, without any sign of vein or mine-workings. These are known as Onner, or Unner, Pits, and have been descended to water. There is an isolated shaft in a field, Nether Riddings, 600 ft. to the south-west. These three shafts appear to be far more likely to be sough shafts than mine shafts. Shale sinking dirt mounds in Thunder Pits field, 300 ft. farther west, are again without any sign of a vein being worked. With regard to the 1774 plan, it

has not been possible to place with accuracy all the shafts and veins on it, but somewhere, very approximately a little over 1,000 ft. south west of Thunderpits shafts, is the Forefield Shaft, at a junction of a vein and Windmill Old Level. None of this is proof of the line of Windmill Sough, but it appears to be a possibility.

The question of the position of the sough tail remains. On the lines of the above reasoning, it must be to the brook downstream from Old Mill Close Sough, or it would not be a deeper level. If Onner Pits are on it, the tail must have been driven to these shafts. Eight hundred feet south-west of Darley Bridge there is something which has looked like a run-in sough tail ever since I saw it in 1950. A little water trickles out, and it was said to be a sough to Onner Pits, but evidence points to this as being impossible. Firstly, between this and Onner Pits is absolutely flat ground for 500 ft. to the bed of the brook below Onner Pits, so that it would have entailed soughers driving 500 ft. without gaining any depth, and no soughers would waste time, energy, and work, like this when they could have started the sough at the bend of the brook below the shafts. Secondly, facts point to this supposed sough tail as being the exit for the water from a mill sluice. An undated, but early last century, mine map has the word Mill on the east of this sluice. The Ordnance Survey map 25 in. to 1 mile (1922) has the word sluice on the south-east, where the water went underground. Now, draining channels have slightly altered the course of the water. On the 1849 map there is a mill pond where the 1922 map has sluice, and in 1849 a building close by appears to be the right size and shape for a mill. The 17th century document calls Mill Close Brook by the name of Darley Mill Brook.

There appears to be one logical place for the sough tail - if Onner Pits are on the sough - and that is at the bend of the brook, below the shafts. It is not certain evidence, but is worthy of note that here for a few feet is the only place where the brook bank is held up with roughly dressed stones, one of them slightly wedge shaped, elsewhere, if the bank is held up at all, it is with the usual undressed stones like walling stones.

As Derbyshire Miscellany is in course of publishing the Daily Journal of J. A. Stevenson of Wensley, commencing in 1878 (12) it is of interest that an ancestor of his was a lead miner working several Wensley mines. Aaron (Aron) Stevensen was mining at least from 1823 until his death in 1843. His wife Betty died between 1857 and 1876, they were married in 1854, when he began his married life in practical fashion by spending six days mending the kitchen. The Stevensen house is the most westward one in the village, on the south of the road. He left his estate to his wife, and after his death to his son, John Aaron, mentioning the house with two chambers, kitchen and cellar, and two gardens. To his son Thomas James he left the adjoining house and part of a garden. To his said two sons he left as tenants in common, and not as joint tenants 'all my Mines or Mineral Possessions in the Liberty of Wensley called Bird Nest and Amber Breck with all New Titles', also mining tools, and 16/24ths in Mill Close or Stoop.

Company Mine'. Tenants in common means in joint use and possession. Joint tenancy is the holding of an undivided estate in the same right jointly, with the right of survivorship, by which the joint tenant takes the whole on the death of the other.

In his lifetime Aaron Stevensen also worked Barley Close Mine, it is said that at one time a Stevensen worked mines in Northern Dale. One of the reckoning books has entries relating to Spanhill Mine in 1821 and 1825, in which Aaron held 2/3rds. Enquiries have failed to locate Spanhill, but the present Barmaster gave me an entry of 1781 'Jacob Flint Jun. was given possession of one meer at Spanhill or Stevensens title ranging northwestwardly'. This follows entries relating to Northern Dale mines.

The 1774 mine map has Aarons Shaft at Windmill Mines, so there may have been an earlier Stevensen of this name. There was a William Stevensen working Spark Mine in Tearsal Pasture, to the south of Wensley, in 1781. From the entries in the Daily Journal in the Derbyshire Miscellany which refer to measuring ore, Aaron Stevensen must have been a Deputy Barmaster, who also, as frequently, was a buyer of ore. In Directories, 1876 is the earliest mention of a John Stevensen, mining agent and assistant overseer. John Aaron is not mentioned in Directories until 1895.

The undated plan mentioned above, and the two reckoning books, are in the handwriting of the older Aaron, who died in 1843. The mines were steadily producing small amounts of lead ore, with profits from a few pounds to £20 or so each reckoning, divided between two, or at the most three, partners, but the charges which had been extracted before the profits were settled, were only two or three pounds. Reckonings were haphazard, from eight weeks to twelve weeks. They seem to have bought little except nails, ropes, powder and candles (8 lbs for 5/-), and an occasional item like a sieve bottom for 4/-.

A reckoning book for Birds Nest Mine, and a mixed diary and reckoning book, are in the handwriting presumably of John Aaron, the son, who is entered in a list of four partners as J. Stevensen. In one reckoning he worked 78½ shifts for £9 3s. 2d. Thomas Stevensen worked 30 shifts, George Wright worked 85 shifts, W. Wilson 80 shifts. John Stevensen held 1/3rd share. In a reckoning book 'Clere Money' was a total of amounts such as £27, £58, £64. Charges, for items such as candles, powder, pick-shafts (five at 2d. each) Barmaster 5/- and measuring-ale 2/7, came to as much as £10 or as little as £2. They sold the ore for about 46/- a load, some for as much as 56/-. They sawed their own wood, men were paid 8d (probably boys) to 2/- a day. From entries in the diary John Aaron appears to have been at the mine most days, like all lead miners he did odd jobs there also, like making coe doors, mending a climbing shaft, and making launders. They paid men for working for them in the mines, as well as mining themselves. Also, typical of the lead miner, he was a farmer. At Dalefield, on the south of Wensley, he had ground which he farmed himself,

paying a rent of £5 a year, tithe 2/11, and land tax 4/- on it. He grew potatoes, selling them at 4 pecks for 8/2, he also had mowing ground at Dalefield. He did other work, going out ditching for a Mr. Watson, and planting trees for him. He mended a wall for 3d., and was paid 1/3 and 2/6 at times for mowing, also was paid for haymaking, and for setting potatoes, and for thatching a stack. He got about a bit, going to Chesterfield, Alferton and to Derby, Bakewell and Matlock fairs, also to Derby races, and he went to a number of sales. All of which shows very well how the typical Derbyshire lead miner only spent a portion of his time underground, was part farmer, and very versatile in various kinds of work, as had been his ancestors for centuries.(13)

Regarding the name Miln Close, in the early 13th century Roger de Wednesley was granted free corn grinding in his mill at this place. Wensley Mill is mentioned in the Pipe Rolls of 1204, it is not clear if these two are the same reference.(14) The early last century mine map has the words 'smelt mill' on the north bank of the brook at the footpath from Oldfield Lane to Wensley. No reference to this has appeared, although it is stated that the London Lead Company built a cupola at Winster.(15)

The word Stoop, in the title of Yatestoop Mine, has been inconclusively discussed. But it might be of significance that both Yatestoop and Mill Close Stoop Mine were very large pipe veins. In a rake vein the old miner worked in underhand stoping, mining downwards, raising the ore and waste stones and packing them on bunnings (timber placed from cheek to cheek of the vein) above his head. He worked in steps, or stopes. In a pipework the miner drove a heading for a few yards, then found that no cheeks of the vein were visible on each side, but there was a space packed with clay, sand, etc., with lead ore in bunches, sometimes in lumps, and often very wet, the vein was frequently of great width and very rich. When a rake vein was worked-out a vertical fissure was left open between the rock walls, of far greater height than width. In a worked-out pipe vein there was an open cavernlike space, which had been removed in great stopes if it was of any height, and Farey and others use the word stoop for stope.

Notes and References

1. Mineralia, copies of Deeds etc., MS of Th. Mander and Jas Mander, copied in 18th century. Lent to me by Mr. John Mort. Some dates etc. from Add. MSS. 6685. Old number 149-165, new number 75-85. British Museum.
2. Old almanack of Joseph Hills of Winster, quoted in Trans. Chesterfield and Derbys. Instit. Mining Vol. VIII (1880-1) p.199.
3. Kirkham, N., Old Mill Close Lead Mine, Bull. Peak District Mines Historical Society. Vol.2 Part 2 (1963) pp 76-77.
4. Sir Robert Burdett of this name, of Foremark Hall, b.1640 appears to fit with this date. Robert Wilmot. There were at least four of this name

from Chaddeston and Osmaston in the 17th century, one of them being a barrister of Greys Inn. Many of the family were lawyers, but their dates are difficult to fit in with the lead mining documents. One of them married Dorothy Harpur of Calke, she was the great-aunt of the infant Sir John Harpur. Sir John Harpur Bt., was born in 1679, his father died in 1681. They were of the Calke branch of the family. Sir John Harpur of Breadsall and Swarkestone d. 1677 without surviving issue, and his great estates passed to his cousin German of Calke. He had been the richest man in the county, a royalist who had paid £8,000 in fines to the Commonwealth, besides money ordered to be paid to some parsons, who, as a Royalist source comments, 'blew the loudest blast' for the Commonwealth. In 1643 he held Swarkstone Hall when Colonel Hastings undertook its defence against Colonel Gell and Major Molanus' troops of three hundred infantry, Gresley's cavalry and some artillery. A battle took place on Swarkstone bridge, and against Swarkstone Hall, with the result that, after resistance by the Royalists, the sheer numbers of the Parliamentarians overpowered them. Thomas Gladwyn (d.1690) of Tapton Hall, Chesterfield, was a prominent lead merchant with a personal income said to be £10,000. He was a J.P. and Sheriff in 1668, being granted a coat of arms in 1686. A son of the same name was b. 1630. In 1646 the father bought two thirds of the manors of Monyash and Chelmorton. One reference states that it was the same Thomas Gladwyn of Ashover. When John Statham, a Royalist who had raised a troop of horse for the King, was much persecuted by the Commonwealth, and was 'forc'd to compound with the Committee of ye Rebels at Goldsmithshall for his estate' at Ashover, it was sold to Thomas Gladwyn - who was then in possession of it under the sequestration of Statham - for £1,000' although worth £3,000 and upwards. A Thomas Gladwayn was mixed in some of the disputes at Dovegang Mine in the 1650's, which may explain his connection with sough making. Thomas Legh. The family were from Eggington. Gilbert Munday. There was a Mundy of this name among the leading county gentlemen in 1690, who was a J.P., and Sheriff in 1697. Robert Heyward (d.1701) was a lead merchant of Carsington with a good estate. In 1693 a long and costly lawsuit began between Nathaniel Boothouse, parson of Carsington, complainant, and Robert Hayward, defendant. The latter, according to the parson, used a 'multitude of falsehoods and tricks and delays' in the suit and refused arbitration. The case was heard in the Court of the Exchequer, with a final decree compelling Hayward to pay 2/- in the pound for tithe and herbage due to the parson 'for lands pastured with dry, barren, unprofitable cattle'. Evidently the suit rankled, for when Hayward died the parson wrote in the parish registers that Hayward had been 'rich and stingy'. Robert Horne. The family lived at Butterley Hall for several generations before they sold it in 1790. Robert is not mentioned, although there are several references to Mr. Horne of Butterley in 1686, who was a coal merchant, having been 'a poor Collier's boy, yet now proud and ambitious'. Cox mentions what he calls the first dispute re assessment of coal mines for poor relief. In 1692 a proprietor of coal mines at Pentrich complained that he had been over-rated, and that Mr. Horne's mines had not been rated at all.

5. The two estates were merged in 1677. Evidently the Wensley estate had

belonged to the Calke branch.

6. Mine map, undated, but early last century, in private possession. Whitfield letters, Raistrick documents, lent to me by Dr. Raistrick.
7. Plan of the Township of Wensley and Snitterton in Parish of Darley 1849. No.1837. Derby Central Library.
8. Kirkham ibid p.73.
9. Information from the late Mr. William Slack.
10. Whitfield ibid. Bagshawe Col. 387-44, Sheffield Central Library. Windmill plan of title 1774, Raistrick Documents.
11. Whitfield ibid.
12. Derbyshire Miscellany Vol.III No.7 pp 605-611. Vol.III No.8 pp 662-666. Vol.III No.9 pp 700-708. (continuing).
13. From a reckoning book, plan, Will, combined with a diary. In private possession.
14. Jeaves I.H., Charters of Derbyshire. No.1636. Cameron K., Place names of Derbyshire p 412.
15. Jenkins, R., Reverbatory Furnace with Coal Fuel 1612-1721. Trans. Newcomen Soc. Vol.XIV (1933-34) p.79.

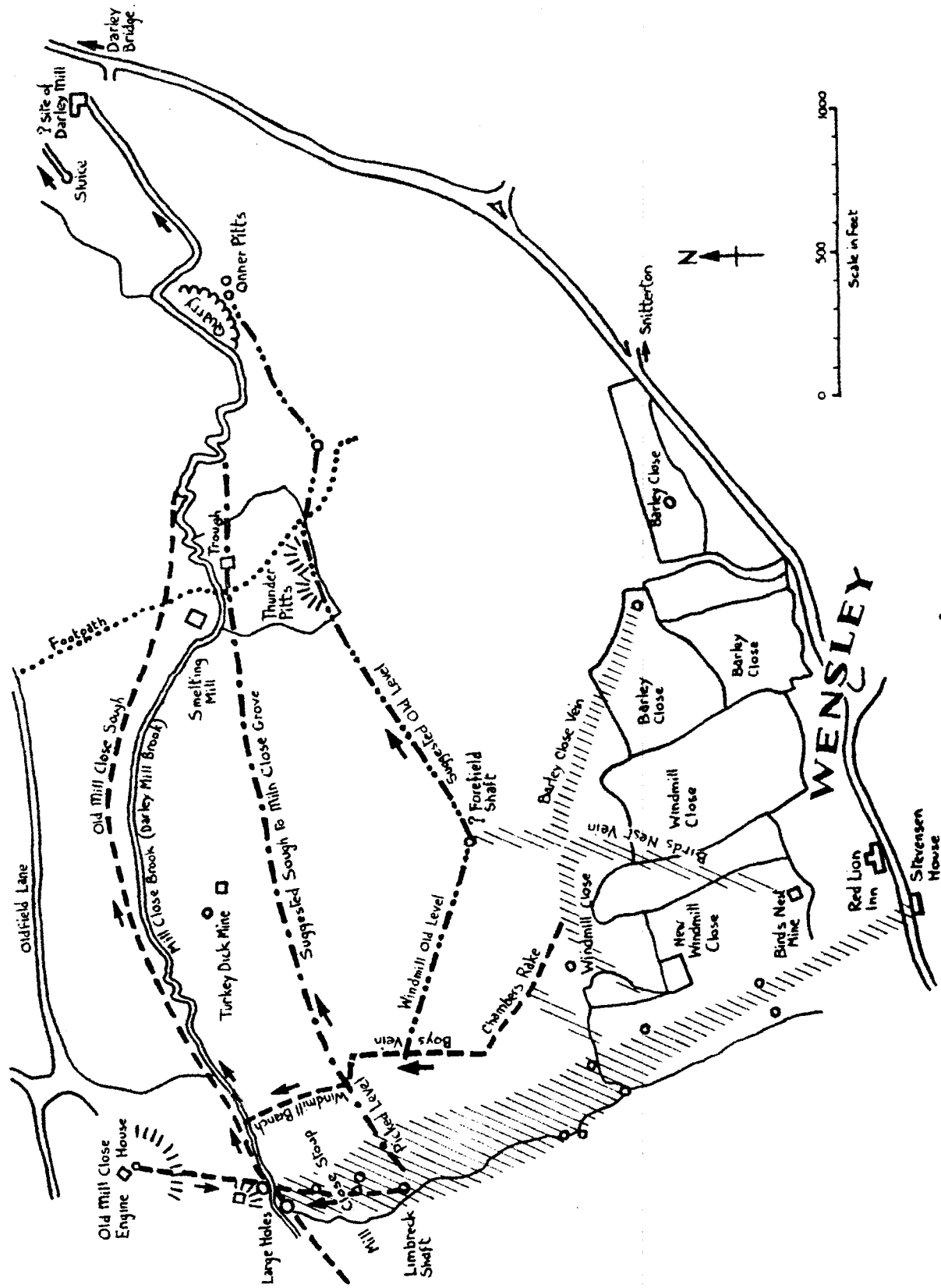
National Grid Reference

Mill Close Stoop. SK/2575.617. Old Mill Close engine house SK/258.6185.
Onner Pits SK/267.618. Thunderpits SK/264.618. Windmill Mines SK/260.613
and surrounding area.

Acknowledgments

With thanks and acknowledgments to Mr. Roy Buckley: Mr. John Mort, A.R.I.C.S. Barmaster: A. Raistrick M.Sc., Ph.D., F.G.S., M. Inst. Min.E.: Mr. Frank Sheen: Miss Phyllis Shield: Mr. Jim Stevensen: Mr. Viv Stevensen and Mr. Bill Wheatley. Also to Derby Central Library and Sheffield Central Library.

Old Mill Close Vein, Windmill Mines, and Saughs.



THE ARCHAEOLOGIST

(With profound apologies to G. Chaucer, of whom the writer is a most sincere admirer)

by ANONA

An ARKAEOLOGYST was in our compaignye,
Eyne on the ground, he walked shamblingly
Forever seeking for smal fyndes - he seyde -
For outen dog-ends cigareets he mayde.
His clooths upon his bak so careles hong
His doublet lyk to hym did not belong,
But fytted wher it touched, of khaki drill.
Hys nederstokkes lykwys fytted ill
Of corde du roi right baggy at ye kne
For muchel tyme on alle fowres spent he.
They wer as dun and dusty as a cow.
Ne did he often wasshe hymself I trow.
Upon his heed he wore a lytel cap
Wether the sonne shone or raine hap;
Stryped it was in wooll of whyt and blak
With fetys pom-pom nodyng at ye bak.
(He gave the Rammes his support I deem.
Yet some say Forest are ye better teem.)

Wyde had he read from bookes by the score:
Historie, Latin, Anthropologie and more.
Wel had he lernt Sir Mortimer by rote,
Glyn Daniel and Professor Hawkes koude quote,
And watched hem on televisioun
And dropped names in conversacioun.
The countreeside he knew for many a myle;
He was aqueynt with everich ruined pyle,
Stoon circles, mottes, and barrows leng and round,
And tumuli for fifty myles around,
And all the pubs and hostelryes he knew,
The places wher they serve the strongest brew.

He baar a lytel trowel in his hond
And with it he would dyke and delve ye lond
Peering the while (for he was short of sight)
Lest he should miss o thinge greet or lyte;
Searching for sherds of glas and potterie,
Smal flints and harneis of old chivachie
Embrouded oft with gold or precious stoons.
Sometymes he had found arwe-heads and boons
Axes and speres, swerdes, knives and rings

And coins with lykenes of bygone kings,
Reliks of pomp and circumstance forgot -
Thogh wher he found hem all I nyste not.

Longtyme he spent in speculacioun
On Camelot and its exact locacioun.
He would assert and argue day was night
That it had stood upon ye Blak Rockes' height
That overlooketh Matlok and High Toor,
The Vale of Derwent green, and Cromford Moor;
Ne would it ever elleswher be found
At Edinburgh nor on Cadburie Mound
He seyde; the Blak Rockes alone were Arthur's Seat.
A wondrous fortress - what more right and mete?
Yet were this sooth, and Arthur was its liege,
Then never had a king more Perilous Siege!

GLOSSARY

arwe-heeds - arrow heads	fetys - neat
chivachie - horse-riding	greet or lyte - great or small
dyke - dig.	mottes - mounds
eyne - eyes	swerdes - swords
I nyste not - I do not know	

PRINTED MAPS OF DERBYSHIRE

It is hoped to publish in 1969 as a Supplement to the Miscellany a Catalogue of some of the printed maps of Derbyshire. This will be based upon work done by Mr. C. C. Handford. He writes that he had already listed his own collection of Derbyshire maps when in 1951 considerable additions were made to the Borough Collection in Chesterfield Central Library, and these were then studied and added to his catalogue. The appearance of W. Douglas White's "Notes on Derbyshire County Maps" (Derbyshire Miscellany February 1956) provided the spur to greater activity in producing as complete a catalogue as research and ability allowed.

It is intended to include short biographies of the best known map makers and guidance as to where in the County specified maps are available for inspection.

OLD HENRY WIGLEY

by

Derek A. Wigley

(continued from Vol.IV No.3 p.155)

Old Henry

Henry had not yet settled all his sons, although he had reached his three score and ten years. However, he would not have been particularly concerned as his forefathers had all lived to a great age. Great-grandfather Ralph Wigley was over eighty-five years old when he died, and grandfather Richard was about the same age. Moreover his father John had been more than eighty years old at his death.

Old Henry had done everything he could to ensure the security of his estates for his heirs. He became anxious when Thomas and Faith failed to have children. Richard and Elizabeth had produced only three daughters, their son John not being born until seven years after Old Henry's death, so that for some time it seemed that the whole estate would pass to the children of his fifth son.

Old Henry saw more of his brother Ralph than of his brother Richard in his later years, probably because of Richard's active life. He was skilled in masonry and there was a large number of building tools in his house. Besides these there were five looms and an iron loom in his barn, husbandry tools at Bolsover and Tansley and dairy equipment. He also had "one wodd battell and vij wodd balles" which have been mentioned already. He had some ready money and was prepared to lend this to his "neighbours", if it was needed. His house was much smaller than Old Henry's and apparently consisted of "The House" and "The Parlour". He and his wife Grace entertained less than either of his brothers, but all had special friends in common.

Some of Henry's closest relatives are mentioned only once, and little is known of them besides the fact that Henry remembered them in his Will. Some of Henry's business interests are also mentioned but once, and it so happens that the Marriage Settlement of Elizabeth Hall with Richard tells us not only of Wigwell Mill and of Henry's demand for timber for smelting but also of a pottery kiln on Wigwell Green. The inventories of the period indicate that the items produced in the kiln were butter pots because these were the only items in pottery not characterised as "Ticknall Potts". The pottery requirements were to increase in a few years as pewter became less popular, but how profitable it was to Old Henry is not clear.

The fortunes of Henry's family were really established by his grandfather

Richard, first through wool and then by the smelting and marketing of lead. Under Elizabeth the lead trade increased greatly and the new lead-mill, much more efficient than the bole, created additional demands for timber. This induced Henry's apparently rather unscrupulous case with William Blackwall. During Elizabeth's reign the yeoman families were acquiring land as quickly as they could, and Henry was no exception. Two other branches of his family followed a similar pattern, but not at the same rate. Henry's descendants later abandoned farming in favour of leasing their lands, of entering trades or, if there was sufficient capital in the family, of putting their children into professions. But during Henry's last years he witnessed some small bickerings in his own family and he did not like this for he had always tried to keep the family at one within itself. He had seen at least two cases where estates had gone into wardship - those of Edward Lowe of Alderwasley and John Gell of Hopton, and he had no intention of letting his own estates go to make profits for other than his own kin. Old Henry's youngest daughter Dorothy was first married to Henry Woodiss, and had a daughter Millicent. From 1602 to 1607 Dorothy lived at Sheen, but when her husband died she moved to Senior Field. About 1607 she married Thomas Flint, and almost immediately an altercation arose with Richard of Wigwell. The cause of the complaint is not known but two folios (191 and reverse) in the entry book refer to it.(19)

Dorothy's daughter Millicent lived for many years with Elizabeth, Old Henry's widow and Dorothy received the residues of Elizabeth's estate and was also her sole executrix.

Mary, Old Henry's eldest daughter, was apparently of a different character and was highly thought of by her father who bequeathed to her "my bay meere which I usually ride on". She was also mentioned in Thomas's Will. Mary was widowed after Henry's death and she then moved to Arnold where she later married a Chaworth.

Henry seems to have been interested in many things. His "library" of twenty or thirty books was of great value to him. But some things he read about from other sources and items of particular interest were written in his entry book. These entries convey some ideas of his private interests and depth of character.

One entry is headed "Reports of the Gardner of the Inner Temple" and deals with the planting of seeds for herb gardens, the "cutting of rositrees", with Rosemary and other flowers and the manuring of borders. The exposed position of Henry's house would deter all but the hardiest plants, though his orchard was well established and would offer a little shelter for the few flowers.

Verse had been taught in schools as part of the ordinary curriculum for a very long time, but the following poem indicates a sensitive nature. (add 6704 fo.163):

"What yf a daye or A month or A yeare
Crown my desyres with a Thowsand wisht contentments
Cannot the chance of a nighte or an hower
Crosse thy delytes with a Thowsand sad tormentments
Fortune, favoure, bewty, youth are but blossoms dyinge
Wanton pleasures, dotinge love are but shadows flyinge;
Till our Joyes are but toyes Idle thoughts delight m'ye
None have power of an hower in their lyves bereav m'ye
Heartes but poynte to the world and a man
Is but the poynte to the Earths composed centur
Can then the poynte of a poynte be soe founde
As to delighte in a Sillie poynte adventure
All is bastard that we have, their is nought abydinge
Dayes of fortune are but streams through fair meadows glydinge
Weale or woe, tyme doth goe in tyme no returninge
Secrete fates gydes oure states both in mearthe and mourninge
Goe sillie note to the cares of my deare
Make thyselfe bleste in her sweetest passions languishe
Laye the to sleep on the bed of her harte
Geve her delighte thoughe thy selfe be madd with anguishe
Then wheare thou arte thinke on me that from thee ame vanis
Saye oute I had bine content thoughe that nowe ame vanis
Yett when streames backe shall rune and tymes passed shall re-
I shall seaze for to love and in lovinge to be trewe."

No evidence concerning authorship is offered, but some of the verses may have been taken from currently popular ballads.

Another facet of his character was his great concern for his family's good health, and he made several entries in his book covering preventive or curative recipes. "The vertues of nyne waters" has been quoted already. "A medicine for weakness in the back" was a mutton broth made with milk to which was added comfrey, plantain and knot grass.

Henry avoided towns particularly because of the ever present possibility of the "plague", so he was particularly pleased with this recipe from the highest authority in the land - "A preservative from the Kings Ma^{tie} against the Plague: "Take Redd Sage, hearbe of grasse, Elder leaves and bramble leaves of either (each) one Handfull. Strayne them with a quarte of whyte wyne, and some whyte vinegar with a quarter of an ounce whyte ginger; drynke hereof a spoonfull everye morninge for nyne dayes together and the firste spoonfull will preserve you for twenty-four dayes and see the nynth spoonfull will suffice for the whole year. If the ptie be infected then take with the thing aforesaid Scabious water and Betany water and a little of the best Treakell and it shall, by the grace of God, dryve oute all the venome from the hurte; but yf the Botche appeare then take a handfull of Red sagge, Elder leaves, bramble leaves, mustery seed and beate them all together and make thereof a plaster". (Entry book folio 1)

The usual potion until this time was of goat's rue brewed in ale. A certain amount of superstition is revealed in this and the following recipe,

but we should remember that witchcraft was still considered as a force to be reckoned with and King James himself wrote a "Demonology", so it might be expected that some formulae might be a little reminiscent of mediaeval alchemy.

On the fourth folio of the entry book is written "A Jellye for a consumption". "Take a cocke of 2 yrs old, & pull him alyve, then beate him with small Rodds till he dye, then quarter him & take oute all his bowels, then wype oute all the bloode out of him, then take a Pd of sage fynlye beaten & strawe it in an earthern pott & betwene each quarter of the cocke strawe some of it, take a pd of grt reasons of the sone, and put to it 2 dates the stones being taken oute of them. A few praynes 2 or 3 sponfulls of musterdell, put into it the combe and the stons of it, then stope this pott crosse with clowe (slowe?) boylinge twenty four howers, then take it oute and straine it and kepe the liquore of it and take a spoonfull of it firste in the morninge and laste at the night".

Henry's contacts with the outside world and with men of learning and his simple, but strong, religious convictions led him more towards scientific fact than to alchemy. This idea was probably passed on to his children since one of his grandchildren was an apothecary. His major bequest to his children was a great sense of responsibility and administrative ability.

Early in 1610 negotiations were opened with Henry Gee to lease part of the Middleton estate, but before the transaction was complete Old Henry became ill, and in May he took to his richly furnished bed for the last time. He examined his Will and thought it to be unsatisfactory, so he called four of his best friends to him and, apart from specific bequests, discussed with them the ways of ensuring that his estate could remain with the heirs of Henry Wigley for ever.

The Will

Old Henry died on June 18th 1610, and extracts from his last will and from the Inventory give some idea of his possessions at the time.

"In the name of God Amen the 16th daye of May in the year of our Lord God 1610. I, Henry Wigley of Middleton in the County of Derby, gentleman, being of very good and perfect memory (thanks be to God) do make and declare this my last Will and Testament, as ffolloweth. First I commend my soul into the hands of Almighty God trusting faithfully in the salvation thereof, by the mercies and meritts of Jesus Christ my only Saviour and Redeemer, and my body to be buried in the parish church of Wirksworth at the discretion of my executors hereafter named. And also I do hereby niholate, make ffrancrate (frustrate) and void all former Wills heretofore by me made or done whatsoever.

Item. I will and devise the sum of five pounds to be distributed to and among the poor of the said parish church of Wirksworth by my executors upon the day of my burial.

Item. I will and devise to a learned preacher that shall pray at the church of Wirksworth aforesaid, upon the day of my burial, the sum of ten shillings.

Item. My Will is that my executors shall out of my goods be at the charge of a tomb to be set over the place where my body shall lie.

Item. I give and bequeath unto my godson Henry Wigley my brother Ralph his son, one cow and one calf and ten ewe lambs to be put forth to his best use and profit. I give and bequeath to every of the children of Emt Barlow my daughter videlicet Jervis Barlow, Thomas Barlow and Elizabeth Barlow the sum of ten pound apeece to be put forth within one year after my decease for their best use and commodity by the advice of my executors and supervisors, to every one of them shall accomplish the age of one and twenty years and the said sum before devised with the increase thereof or issuing to be paid to them, and if it happen that any of the said children of the said Emt Barlow, to die or depart this life before they shall accomplish their several ages of one and twenty years then such legacy or legacies shall be and remain to the survivors.

Item. I give and bequeath to my daughter Emt Barlow 20 nobles. (A noble was a gold coin worth 6s. 8d.)

Item. I give and bequeath to my dear son Thomas Wigley one hundred pounds to be paid to him within one year after my decease.

Item. My Will is that my said son Thomas shall confirm the leases made by me to Henry Gee, William Winfield, John Milward and Thomas ffowake according to the true meaning of the said leases.

Item. I give and bequeath unto Anthony Wigley my son the sum of twenty marks to be paid to him within one year of my death.

Item. I bequeath to my brother Raphe Wigley forty shillings.

Item. I give and bequeath unto my brother in law Willm Walker forty shillings.

Item. I give and bequeath unto Thomas Wigley my servant and son of Henry Wigley of Whorstonate deceased forty shillings.

Item. I give and bequeath unto my sons Thomas and Richard Wigley all my library and books whatsoever.

Item. I bequeath unto Henry Walker my godson second son of my brother-in-law one cow and a calf and five ewe lambs to be put forth to his best use and profit.

Item. I give and bequeath unto Edmund Spencer of Matlock twenty shillings

(within one year).

Item...unto Mary Ollyver my sister Margaret's daughter forty shillings...

Item...to Raph Wigley my son twenty nobles.

Item to Dorothy Flint my daughter twenty pounds.

Item - to my son Thomas my gylt bowl and six silver spoons that were William Barlows and all the furniture and bedding that are now remaining and are commonly used in the chamber and were lately belonged to John Zouch.

Item...to every of my servants that shall serve in my house at the time of my death five shillings apiece.

Item...to my son Thomas 2 ploughs and iron bondwaynes, plough timber and all other implements to the plough and wayne belonging.

Item...to my daughter Emt Barlow one annuity or yearly rent of five marks to be paid unto her yearly during her natural life out of all those lands in Wirksworth which I heretofore purchased from Henry Wigley and George Wigley (of Scraptoft) - the first payment to begin at the next feast day of St. Michael Archangel or of the feast of the Annunciation of our Lady whichever shall happen first after my decease and to continue payable half yearly etc.

Item. I will devise and bequeath all those lands tenements and hereditaments situate lying and being in Wirksworth which I with my said son Raphe Wigley joined with me, bought of the aforesaid Henry Wigley and George Wigley of Scraptoft in the county of Leicester, gentlemen, and more the lands, tenements and hereditaments of John Wigley of Wirksworth, gent. deceased to the use and behoofe of my son Thomas and his assigns for and during the term of his natural life and after to the use and behoofe of the heirs male of the said Thomas lawfully begotten or to be begotten and for defaulte of issue (etc.) to Richard and his heires male etc. then to the right heirs of me the said Henry for ever.

Item to Raphe my sonne, one annuity or yearly rent of £6 13 4d. for the terme of his natural life to be paid forth of the issues and profits of my house and lands called Senior Fyld situate lying and being in Matlock neer unto Cromford Bridge (to be paid by Thomas as for Emt Barlow).

Item. I give to Edmund Wigley my son an annuity or yearly rent of £9 to be paid out of my Parsonage of Sheen in the county of Staffordshire.

Item...to the three children of Raphe my sonne 20 marks to be equally divided among them to be paid by Francis Taylor of Ballydon.

Item...to Elizabeth my lovinge wyfe one bedstead with all the furniture and bedding in the parlour where she usually lyeth.

Item...to Mary Strelley my daughter my bay meere which I usually ride on.

Item. One hundred marks to be put by the executors during the life of Christopher Strelley to be paid to my daughter Mary within one year of the death of the said Christopher Strelley.

Item...to my beloved son Richard £100.

Item to Thomas and Mary Strelley (Mary's children) my lease of certain lands in Litchurch and Osmaston neare Darbie to be divided equally between them.

And all the residue of my goods and chattelles not bequeathed, my legacies and funeral charges paid I give devise and bequeath to Thomas Wigley. And I ordayne and make the same Thomas my said son Richard and my said brother-in-law William Walker, executors of this my last Will and testament. And I do appointe William Winfield of Sheffield and Raphe Wigley of Wirksworth my brother to be the supervisors of this my last Will and Testament."

A clause follows making payment for their trouble - also forbidding any beneficiaries from interfering with the performance of the will on pain of losing their portions.

"Item. I give and bequeath forty shillings to the repairing of the hye-waies, that is to the inhabitants of Wirksworth, towards the cawsing and paving of the lane leading from the Northe Towne end of Wirksworth towards Cromford thirty shillings and the other ten shillings to be bestowed by my said sonne Thomas about the repairing of the hye-waies at Steeple Yate & at the Breach yate.

Item. I give and bequeath to my sister Margrett Ollyver fyve marks.

In witnesse hereunto I Henry Wigley set my hand and seal.

In the p'sence of us whose names are signed below

Edward Mellor of Wirksworth
George Walker of Rybor
Henry Gee of Middleton
John Bradshaw of Wirksworth."

Old Henry was buried and his executors began to carry out his Will. Before Probate could be applied for the appraisal of the estate was to be made. Probate was granted on October 30th. "The True Inventorie of the goods and chattells both quicke and deade, moveable and unmoveable of Henry Wigley of the Countie of Derby, gentleman, deceased, and praised the 30 daye of June in the eight yeare of the reigne of oure sowveraigne Lord James by the grace of God King of Englande France and Ireland and now of Scotland the 43rd defender of the faith Anno Dmo 1610, By us Thomas Teales, Edward Wood, Robert Madocks, Richard Lees and Willm Hill.

Imp'mis his apparell £20

Itm. Money in his purse £20

In the house

One chest	6	0d
One table	5	0d
five cushions	4	0d
one chaire	12d	
7 strikes of otes	9	0d
40 bords 4 peeces of timber	£1 6	8d
One long table	10	0d
One round table	5	0d
Three strykes of rye	9	0d
One bedstead	10	0d
Paniell bords morticed	£1 10	0d
Strike of oats	3	0d
Twelve short peeces of woode	3	0d
One old chest	2	0d
Six bords	8	0d
Four long peeces of timber	4	0d
23 peeces of timber	£5 0	0d

At Middleton in his own chamber

his bed with the furniture	£6 13	4d
one tunndle bedd (trundle or truckle)	£2 10	0d
One flanders chest with others	£1 0	0d
One little table	3	4d
One chaire	1	4d
One stowle	1	0d
Two cushions	4	0d
One warmeinge pan	3	0d
One paire of bellows and shovel and tongs	2	0d
His books (Library)	£2 0	0d
His ffalchion (sword) and dagger	6	8d
One halberte	5	0d
Seven pairs blanketts	£2 6	8d
Two coborts and a presse	£2 0	0d
One matrice	4	0d
Two hempen sheets	1	4d
Four coverlett grone	2	0d

In the chamber over the p'lour

Bed with ye furniture	£4 0	0d
Twelve pair of fine sheets	£8 0	0d

In the chamber over the p'lour (continued)

30 pillow beers	£2 0	0d
Sixe table cloths	£1 10	0d
Four cupbord clothes	8	0d
Twenty seven paire of trewes of hemp sheets	£9 6	8d
Nine coarse pillow beers	9	0d
44 paire of hardne sheets	£6 0	0d
Six dozen of fine napkins	£1 16	0d
8 course table clothes	12	0d
12 hand towels	6	0d
One flanders chest	10	0d
One chest and one cupboard	6	8d

In the old p'lor

One bedd wth furniture and trundle bedd	£5 0	0d
2 pairs of sheets	£1 0	0d
4 pillowbeers	4	0d
4 little chests	6	8d
3 stowles	1	6d
One chaire and a cushen	1	0d
2 napkins	16	0d
ye down bed wth the furniture <u>in the chamber</u>	£20 0	0d

In the nexte chamber

2 course fetherbeds for servants	£3 6	8d
Two other beds for servants	£2 0	0d

The Butterie

57 pewter dishes	£3 0	0d
18 salett dishes	6	0d
12 porongers	3	0d

The Butterie (continued)

two pewter lavers (wash bowls)	6	0d
two basons	2	0d
one pye plate	1	0d
2 great Candlestick of brasse	10	0d
three other of brasse	4	0d
Six pewter candlesticks	6	0d
4 chamber potts	4	0d
4 salts	1	0d
2 Venis glasses	2	0d
6 other glasses	1	0d
Six drinking 'kames'	1	0d
12 silver spoons	£3	0 0d
2 gilt bowles	£7	0 0d
2 gilt salts	£6	0 0d
2 bowles	£4	0 0d
2 tonns and a beaker	£3	0 0d
One cupboard 3 chests	£1	0 0d
4 hepsteads	7	0d
2 barrells	4	0d
2 dozen of trenchers	4	0d
3 mannids	1	0d
3 withetts	1	0d

In the hall

One longe table	6	8d
One round table	13	4d
One forme	£1	0 0d
two chaires	3	0d

In the dyninge Place (A part of the
hall partitioned)

One table	10	0d
one carpett clothe	5	0d
12 cushens	12	0d
One chaire	1	6d
One paire of virginals	13	4d

In the dayrie house (Dairy)

Thirteen brasse pannes	£3	6 8d
Six kinnels	3	0d
Two churnes	3	0d
Three butter tubbs	3	0d

In the dayrie house (continued)

One tub for cheese	2	0d
Two butter bowles	1	0d
Twelve cheese fatts (vats)	2	0d
Milking kits (wooden tubs)	2	8d
Eight bords	2	0d
One kanne		3d
Fourteen old cheeses	£1	0 0d
Twelve new cheeses	18	0d
Three butter potts	6	0d
3 washinge tubs	3	4d
Corn	9	0d

In the beer house and Kitchen

Five brasse pannes	£3	6 8d
Three fatts	£1	0 0d
One trencher	£1	0 0d
Five bottles	£1	10 0d
One great potte	£1	3 0d
Three loomes	2	0d
Two dripping pannes	10	0d
Two little spits	2	0d
1 paire of cobberts	4	0d
Two little kettles and a posnett	3	0d
Large panne	16	0d
Two chafeinge dishes	12	0d
Two basting ladles	1	4d
Potthook billhook and other iron implements	12	0d
Three cosbels (Costrell? a large bottle)	1	6d
Two brewing cannes		5d
One mortar and pestell	4	0d
Two shammers	1	8d
One shine	1	6d
Two chopping knives and a striker	1	0d
Boards in the Kitchen	3	0d
Eight baron of flitches	£2	0 0d
Meale	£12	0 0d

In the barn

One greate cheste	10	0d
Seaven bordes	7	0d

In the barn (continued)

Two waynes	£3 0 Od	8 oxen	£36 0 Od
Eight yokes	12 Od	one bull and 16 kyne	£40 0 Od
Two harrows	4 Od	Five horses and one	
Three iron teames	5 Od	caulfe	£15 0 Od
Two ladders	2 Od	His own horse saddle	
Four pitch forks	1 Od	and furnishing	£5 0 Od
Five peeces wood	10 Od	In ore	£170?
Three pack saddles	10 Od	One footther leade	£9 0 Od
Sixtie swine	£4 0 Od	4 peeces of timber and	
Two hundred fiftie five		11 peeces more in	
sheepe	£40 0 Od	Brown's hands	£3 0 Od

This completed Henry's life. His Will was executed as he would have wanted; his wish for the estate to remain as one was successful for ninety years - but the break-up is another story. Elizabeth, his widow, moved to Senior Field where she died in 1626. She was buried beside her husband beneath the tomb of "stone and alibaster". It seems that he must have been remembered with some affection to be referred to a century later as "Old Henry Wigley of Middleton".

Authorities

The Wills referred to are from the Lichfield Joint Record office, and reproduced by permission of the City Librarian.

The notes from the British Museum Mss are from the additional Mss 6666, 6696, 6668, 6669, 6675, 6670 and particularly Add 6704 (acquired 1783-1835).

Add 6668 contains some notes prepared by Sir John Statham during the first half of the 18th century, and these provide the backbone of a pedigree. This, coupled with one from the Dakeyne collection in the Derbyshire Record Office, the Penes Finium of Staffordshire concerning the Rectory of Sheen and Old Henry's Will complete the pedigree from 1500 to 1610.

The story is incomplete in that Henry's grandchildren have not all been named. In this period there were so many of the same name who were fathers, brothers, nephews, etc., that to include all of them could confuse the story, the real intention of which is to show something of the life of a fairly comfortable family who lived in a part of Derbyshire which has been sparsely covered by the general history of social progress.

References

- (1) "Some Wigley Wills", Derbyshire Miscellany Vol.III No.7.
- (2) Add 6666 fo.335, 336 & 337.
- (3) Add 6666 fo.303.

- (4) Add 6666 fo.303.
 - (5) Lichfield Joint Record Office - Wills.
 - (6) Cox. Three Centuries of Derbyshire Annals.
 - (7) LJRO. Wills.
 - (8) Add 6704
 - (9) Add 6702 fo.636.
 - (10) DAJ
 - (11) LJRO. Wills.
 - (12) Add.6704 fo.155 & 172.
 - (13) Add 6704 fo.171b.
 - (14) Add 6704 fo.134.
 - (15) Add.6704 fo.163.
 - (16) Add 6704 ff.108 & 116b.
 - (17) "The Principell Navigations, Voiages and Discoveries of the English Nation", first published 1589.
 - (18) Add.6704 fo.155b.
 - (19) Add.6704 fo.191.
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REPORTS ON THE SUMMER MEETINGS OF
THE LOCAL HISTORY SECTION OF THE SOCIETY

by V. M. Beadsmoore

11.5.68 A Visit to Boscobel and Moseley Old Hall

On Saturday afternoon, May 11th, members of the Local History Section of the Society visited Boscobel House and Moseley Old Hall, both of which are associated with the escape of Charles II after the battle of Worcester in 1651.

After a slight deviation which took us through Brewood, a charming village on the Shropshire Union Canal, we arrived at Boscobel. At the time

of the building of the house, the countryside around was very well wooded, and the name is derived from the Italian, Bosco Bello, seated in the midst of fair woods. To a party from Derby, it is particularly interesting that Boscobel and White Ladies (a ruin we did not visit), passed to Basil Fitzherbert of Norbury and Swynnerton shortly after 1651. They remained in the Fitzherbert ownership until 1819, when Boscobel and the greater part of the White Ladies estate, but not the site of White Ladies itself, was sold to Walter Evans of Darley Abbey. Boscobel remained in the Evans family until 1918.

We went to see the Royal Oak. The original tree was badly damaged by souvenir hunters (human nature doesn't change), and the present one is probably a descendant of the original oak. Within the enclosure are three brass plates, two in Latin and one in English. The smallest is the one provided by Basil and Eliza Fitzherbert in 1787 when they rebuilt the brick wall around the tree. The two larger ones were given by Miss Elizabeth Evans in 1875, and tell how Miss Frances Evans erected the iron railings in 1817. The house and tree are now looked after by the Ministry of Public Building and Works.

We then went on to Moseley Old Hall, where we had tea. This is a lovely house in the care of the National Trust. The furnishings were all in keeping with the period of the 17th century, and one felt that the house was lived in and lovingly looked after by the custodian and his wife.

The bed in the room where Charles II rested after his escape from Worcester and on his way to Bristol had a beautifully embroidered spread, which had just been restored by the Embroiderers Guild.

The most cherished possession of the house was a letter written from France by Charles to Mistress Jane Lane, whom he had accompanied to Bristol dressed as a groom.

6.7.68 Canal Boat Excursion from Trent Lock to Swarkestone

After a week of every kind of weather, from humid heat and a fall of red sand from the Sahara, to cold winds, Saturday July 6th was a perfect day for canal cruising, and a party of about 50 members of the Local History Society boarded the chartered boat at Trent Lock.

Notes on the history of the Canal

The Trent and Mersey Canal, originally known as the Grand Trunk, links these two rivers between Shardlow and Preston Brook, a distance of 93 miles, joining the Bridgewater Canal at the latter place. Various schemes had been put forward over many years, but eventually on the 30th December, 1765, a meeting was held at Wolseley Bridge near Lichfield, to obtain the support of local landowners. The Bill for the canal came before Parliament about the middle of February 1766, and after much opposition was passed on the

14th May, 1766. When the news spread that the Act had been passed there was great rejoicing in the Potteries, and Josiah Wedgwood cut the first sod on the 27th July, 1766.

James Brindley had become one of the leading available experts on the construction of canals, and together with his brother-in-law, Hugh Henshall, was appointed to draw the detailed plans of the Grand Trunk.

The "Canal Duke", the Duke of Bridgewater, without whose support no Act was likely to gain Parliamentary approval, had built the Bridgewater Canal with a 14-foot gauge at the locks; but when he and the other promoters considered the economics of constructing the Trent & Mersey waterway, they eventually decided it would be much less costly to build tunnels, locks, bridges, etc. to take the new 7-foot boats. Another factor was the water supply, which on the summit would be limited, and a narrow lock draws two and a half times less water than a broad one. So the locks are narrow from Preston Brook to Stenson exclusive, and broad from there to Derwent Mouth. On the 24th June, 1770, the canal was opened from Derwent Mouth to Shugborough, and was completed in May 1777.

Trade on the canal was first affected by the opening of the Cromford and High Peak Railway in 1830, but the keenest competition came from the North Staffordshire Railway, and the transfer of the canal to the railway took place on the 15th January 1847.

The Cruise

Our boat was a "broad" one, and had been built for pleasure traffic on the River Severn at Shrewsbury, sold to a firm in Chester, and bought by the present owner for use at Trent Lock.

The stretch along the Trent and through Sawley Cut was very pleasant, and surely Sawley Marina is sufficient evidence to convince British Waterways that there is a case for keeping canals open, if only for pleasure.

A quarter of a mile further on we arrived at the confluence of the River Derwent with the Trent, known as Derwent Mouth, with the Trent & Mersey Canal entering between the two, and shortly afterwards entered Derwent Mouth Lock.

On the way into the canal, we passed the concrete bridge built by the Trent Navigation in 1932 to replace the wooden bridge used by the canal horses to cross the Trent. The boats were man-hauled across a ford until 1785.

Unfortunately there is very little traffic over this section, and the weeds are encroaching into the water very quickly, with the tow path quite invisible. We passed lovely clumps of meadowsweet, and one marvellous bed of "bull-rushes" near Shardlow. Apart from various water hens, which always

seem to scoot as fast as they can in front of a boat from one bank to the other, and the odd water vole, we saw very little wild life. Dragon flies with their beautiful electric-blue wings were skimming above the water in various places.

Then we arrived at the Shardlow complex, which is always full of interest. The canal began the heyday of Shardlow's prosperity, and it quickly became a bustling inland port. Large quantities of coal, iron, malt, salt and the products of the Staffordshire and Gresley potteries were transhipped here. Leonard Fosbrooke, a descendant of the builder of the Hall, and others, built waterside warehouses and repairing yards and laid out wharves. Soon too, canal boats were being built here, and a small factory for rope making, a brewery and other industries were established. Before the building of Shardlow church about 1850, a "church boat" regularly took people from Shardlow up the canal to worship at Aston church.

The boat-building business of Dobson's has brought new life to the canal, but this bears no comparison to the days when Shardlow was a great inland port.

We noticed with satisfaction that the first iron mile-post - Shardlow-Preston Brook 93 - had within the last week or two been painted white, picked out in black lettering. This mile post was made by Messrs. Rangley and Diggles, Lichfield Road, Stone, in 1819.

Between Shardlow Lock and Aston Lock we passed the point where a railroad led from Aston Hill plaster pits to the canal. The plaster was transferred into boats, as far as Weston Cliff, then tipped on to a wharf alongside the River Trent, to go to King's Mill, and the ground plaster was used by a Derby paint works.

The stretch of the canal running along Weston Cliff is most attractive with the trees coming down to the water edge, and in the evening sunlight the reflections of the trees and bridges in the water and the peacefulness of the scene was something to really enjoy. Soon after this we passed under Cuttle Bridge - the Derby-Melbourne road - and our journey ended just before Swarkestone Lock.

Our thanks are due to Mr. F. P. Heath for organising the excursion, and to Mr. John Heath, our leader who supplied us all with very full notes and diagrams, on which some of this report has been based.

17.8.68 A visit to Shugborough Hall and Museum

The third and last excursion arranged for 1968 in connection with the Local History Section was to Shugborough House and Museum.

For our tour of the house, we divided into two parties, and both were fortunate in having very good guides who made the house, its history and contents, come alive.

Until the Reformation, Shugborough belonged to the Bishops of Lichfield, and it was acquired by William Anson in 1624. His grandson, also William, demolished the existing house in 1693, building the square three-storey block which forms the centre of the present buildings. He married Isabella Carrier of Wirksworth, and they had two sons - Thomas, who while being of artistic temperament associated with Brindley and Wedgwood in industrial projects, and George of naval fame.

When Thomas Anson inherited in 1720, Shugborough consisted of the three-storied square brick house with stone quoins that his father built about 1693. About 1748 he added flanking pavilions linked to the earlier house by single storey buildings, and by 1780 the link buildings had been given an upper storey.

It is probable that, as Thomas was a squire of moderate means, his brother, the Admiral, helped him financially with the early transformations of the house which he undertook. When the Admiral died in 1762, Thomas inherited all his brother's possessions and a considerable fortune.

The title of Earl of Lichfield was created in 1831, the holder being "extravagant and imprudent", with the result that nearly all of the large collection of pictures etc. amassed by the scholarly Thomas, was dispersed. Fortunately the second Lord Lichfield collected much excellent French furniture, and it is owing to him that the house still contains so much of interest.

After the death of the fourth Lord Lichfield in 1960 the property was offered, in lieu of death duties, to the Treasury, which in turn transferred it to the National Trust, and the latter have leased it to the Staffordshire County Council. The present Lord Lichfield continues to live in part of the house.

We visited the Museum housed in the mid-18th century stables, connected to the South end of the house.

During last winter one of the talks arranged by the Society was entitled "Some have a Museum thrust upon them". This turned out to be a most entertaining description by the County Archivist of all the difficulties the Staffordshire County Council had encountered in transforming the stable block into a museum, and this made our visit so much more interesting.

The buildings have been restored, and the lay-out of each room, and lighting of the exhibits, is most effective. Practically all the material has been collected since 1964, including a collection of horse-drawn vehicles from Ingestre Hall nearby. Some of the original features of the house have been retained such as the brewhouse and laundry, in which there is a fascinating display of old washing equipment, including a box mangle.

The sections of the museum are numbered from 1 to 24, and range

through a diverse number of exhibits, including firearms, an archaeological display, natural history, geology, costume and industry, the latter including a reconstruction of the booking office removed from Gnosall (near Stafford) when the station was closed recently. Unfortunately we were not able to see the four locomotives and a directors' coach which were recently transferred from Stafford Goods Depot, as they are waiting for money to display them properly on 75 yards of track presented by British Railways - one of the "difficulties" described in the talk!

The time went all too quickly, and after having tea the rain came, so that for some of us there was no time to explore the gardens and park, with their many monuments, the most prominent being the Triumphal Arch.

Shugborough deserves more than one visit in order to tour the house and have time to study properly the material in the museum.

On the way home we visited St. Chad's and St. Mary's churches in Stafford, having some of the interesting features of the latter explained to us in a most light-hearted and delightful manner by Prebendary Knowles. This set the seal on three very enjoyable excursions.

RECENT PUBLICATIONS

Derbyshire Lead Mining Through the Centuries by Nellie Kirkham. Published by D. Bradford Barton Limited, Truro, Cornwall 1968. 30/-d.

All who know of Miss Kirkham, and of the years of effort which she has devoted to the study of the history of lead mining, both documentary and in the field, will naturally welcome her book. So too will all those who are interested in Derbyshire and Derbyshire life, for the book is a rich source of information about people and places. Moreover, economic historians will find in it many valuable references.

Books on Derbyshire are so rare, however, that as though in recognition of the fact that a large feast should not follow a long period on short commons, the work under review is tantalisingly brief. Indeed it is herein that lies the one source of criticism - we are greedy for more. Having tasted this sample of Miss Kirkham's encyclopaedic knowledge we are impatient to see the successor or the successors to this first volume, which in fewer than 120 pages of text can do no more than give us a foretaste.

Starting with a chapter on the Lead Miner, this is followed by one on the Laws and Customs which have been peculiar to the area since Saxon times. There follow chapters devoted to a consideration of the minerals found in Derbyshire, the mines and the methods of ore dressing and of drainage, which last provided a stimulus to the development of the steam engine. A chapter on the history of lead mining succeeds, by a masterpiece of compression, in covering the story from the Romans to the present time in a mere 23 pages.

The tale ends with a short account of the finance, rates and scales of output, and of the eventual close-down of the industry.

Each of these chapters could, without difficulty, be expanded many times. Miss Kirkham is to be congratulated on the way in which she has succeeded in packing so much information into so small a compass. Within the restrictions imposed by the shortness of the book she has provided what is truly an hors d'oeuvre, as one does not know from one page to the next what fascinating piece of novel information will come to light. Inevitably, this cannot be the definitive book on Derbyshire lead mining which many people have been awaiting from Miss Kirkham's pen. It is greatly to be hoped that she will soon follow up this book with the much more comprehensive work which is necessary to do justice to her unrivalled knowledge of the subject.

In the meantime, we can all profit from this book, and those to whom the subject may be new will find in it an inspiration and an invitation to share Miss Kirkham's enjoyment of search and discovery. The attention of these people is drawn to the Peak District Mines Historical Society, in a note on the dust wrapper.

The book has been well produced, and among the illustrations are some of extreme rarity, notably those of the lock-gates in the Magpie Sough, of the horse gin and crushing circle, and of the ore-washing jigger - mining operations carried out within living memory. It is good to have these permanently recorded.

Appropriately, the book ends with a list of 250 mines and 55 soughs, many of them picturesquely named. There is a useful bibliography.
F. Nixon.

The Peak Forest Canal and Tramway - a discourse in maps - by Brian Lamb.
Price 5/6d. post free from the author at 19 Moss Vale Crescent, Stretford, Manchester.

Mr. Lamb has written a short history around three large and detailed maps of the Canal and Tramway and a drawing of Constructional details of the Tramway. Using this somewhat unusual approach he has succeeded in producing an exceptionally clear and understanding account of the evolution and working of this important local eighteenth century enterprise.

North Midland Bibliography Volume 6

The third number of this volume of the bibliography has just come into circulation. There are thirteen pages dealing with publications about Derbyshire. Mr. Arthur Guest is to talk to the Society on November 9th about the Industrial Revolution and its aftermath in the Bottle Brook Valley. The bibliography informs us that his M.Sc. thesis on the Economic geography of the Bottle Brook is available at the University of Nottingham.

Many articles on the geology of Derbyshire have appeared in "Geological Excursions in the Sheffield Region and the Peak District National Park". This book which would be of great interest to all those interested in the geology of the County is published by the University of Sheffield price 15/- and can be bought from the University and from the office of the Peak Planning Board at Bakewell.

It is interesting to read that a second edition has been issued by the Manchester University Press of "Samuel Oldknow and the Arkwrights" by George Unwin. This book was originally published in 1924 and has been long out of print.

An account of the Duffield Bank and Eaton Railways has been written by Howard Clayton, Oakwood Press.

Sidney Taylor is the author of a short history of Stanley, Derbyshire.

Derbyshire Miscellany

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Membership of any Section of the Derbyshire Archaeological Society is free to members of the parent Society. "Derbyshire Miscellany" the Local History bulletin of the Society, is published twice each year in the Spring and Autumn. The subscription due in January of each year is 10/-d. and may be paid with the Society subscription to Mr. Frank Jeffery, Hon. Treasurer, Derbyshire Archaeological Society, 37-38, St. Mary's Gate, Derby. Non members of the Society may subscribe to the Miscellany and the annual subscription due each January is 12/-d. to cover postage. Subscriptions should be sent to the Editor at either address.

Enquiries regarding back numbers should also be sent to the Editor.

Articles dealing with any aspect of local history in Derbyshire are invited and should be sent to one of the Editors.